

# Morale booster to sub. branch

A big welcome has been given by submariners and their families to the announcement that Devonport is to be developed as an operational base for the support of nuclear-powered Fleet vessels.

Most submariners are from south of the Border and service at the new base will be an attractive alternative to Faslane, the Clyde submarine headquarters for Polaris, Fleet, and Patrol craft.

The new base at Devonport, which will be additional to the already-announced intention to provide nuclear refitting facilities there as the need grows, is so positioned as to form an important strategic "second arm" to the Royal Navy's underwater power.

Docking and refitting facilities for nuclear-powered submarines already exists at Rosyth and Chatham, and the floating dock at Faslane enables "servicing"

to be carried out there.

The Devonport development might appear to raise doubts about the future of the submarine headquarters at H.M.S. Dolphin in Portsmouth Harbour.

There is insufficient depth of water at Dolphin for the giant nuclear-propelled Polaris and Fleet submarines, and no new conventional Patrol submarines are building or on order for the Royal Navy.

However, the Oberon class boats are being modernized, giving a life expectancy well into the 'eighties, and it is highly unlikely that thereafter the Navy's only underwater fleet will consist of four Polaris and eight or so Fleet submarines.

It would be reasonable to assume that planners are now actively engaged on a new family of smaller submarines, as eventual replacements for the "O" class.

## Dolphin secure

Quite apart from the thoughts on maintaining a balanced submarine branch, the capital investment on accommodation and training facilities at Dolphin is so vast as to remove any fears of phasing out in the foreseeable future.

Training capability at Dolphin is for submariners of all kinds, and the elaborate equipment includes the superb escape tower.



Picture: PO Dave Morris

# 'No guarantee' for rum

The question of the Royal Navy's tot has been raised in the House of Commons.

Mr. John Biggs-Davison (M.P. for Chigwell) asked the Defence Secretary for an assurance

"that those ranks and ratings of the Royal Navy and Royal Marines who wish to do so will continue to draw the traditional rum ration."

The Under-Secretary for Defence (Navy), Dr. David Owen, said in a written reply: "I cannot give the assurance you ask for. The question of the abolition of rum is, however, not a new issue. It has been discussed over many years."

The support ship H.M.S. Maidstone was towed from Portsmouth to Belfast as an accommodation ship during the Northern Ireland "troubles."

## 'Queen' for Wrens

Seventeen-year-old Bridgide Whitewood, Shanklin's beauty queen, visits H.M.S. Blake. This month she is joining her sister in the Wrens.

## Full ahead on pay code

Work on next April's Pay Code is going ahead fast. The rating's Job Evaluation exercise and judging are complete, while that for the WRNS and submariners is well underway.

The consultants are now busy getting comparable pay data for over 700 jobs in industry so that the links in the Pay Code can be determined.

Evaluation of officers is also up to time.

The next major task for the Navy Department is translating these links into a comprehensive Pay Code for the Navy. At the same time, the many other aspects of Service conditions touched on in the Prices and Incomes Board report are being re-examined so that new rules can be got out in good time before next April.

## THE "X" FACTOR

But even for those in Whitehall, it is now a case of "wait and see" since until the pay rates are worked out and the final rules for charges for quarters, barracks, food, etc., are known, the size of the rise must be guess work.

And the N.B.P.I. have still to tell the Ministry of Defence what they think the "X" factor should be.

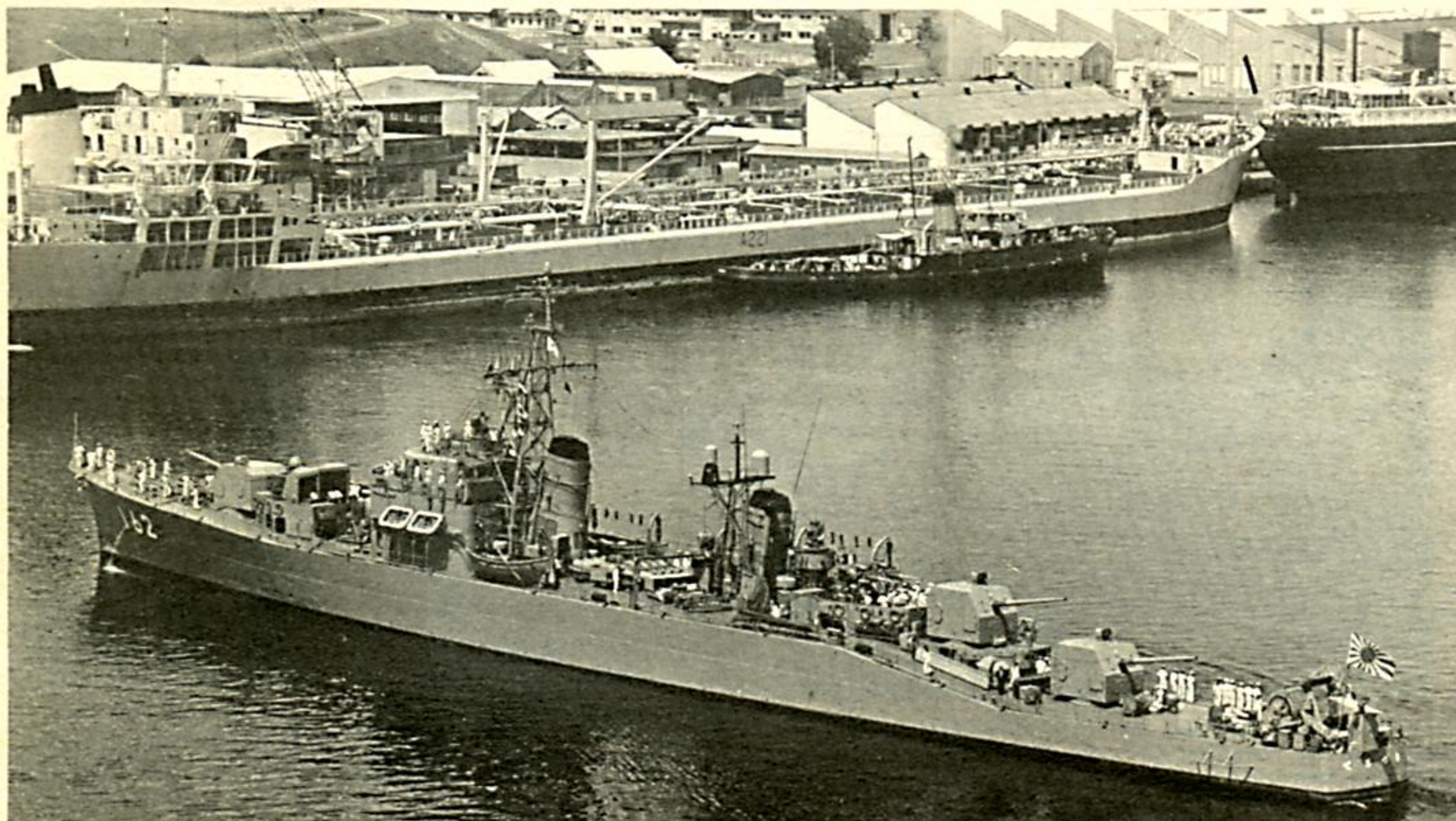
Though the answers remain unknown as yet, the Navy Department has issued a Naval News Summary and an instructional film on the pay review to try to explain to the Fleet what is being done on their behalf.

## THE "RISING SUN" AT SINGAPORE

For the first time since the Second World War, a squadron of Japanese warships visited Singapore naval base on October 8 and 9.

The squadron consisted of the 2,350-ton flagship Teruzuki and three 1,700-ton escorts. As well as ships' companies totalling 1,100, there were 170 ensigns embarked for training.

Below, the Teruzuki is seen entering the naval base with the "Rising Sun" fluttering.



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# Someone, somewhere is waiting for a letter

Once again our thoughts are being channelled towards Christmas. Mums, wives and sweethearts will have you in mind, racking their brains to think of presents to send you.

It is therefore, perhaps an appropriate time to stop talking about drafting and say a word or two about a function of CND which gets little publicity — the job done by a small band of ladies on our civilian staff who spend their working lives trying to get letters with incomprehensible addresses from the writer to the written to.

A visit to their office and a look through the pile of mail which has lost its way and is waiting to be identified and re-directed would horrify you.

You would see that some of the handwriting was not as good as it could be, you would also see the number of letters with only a name, no initials, no official number, no rate.

Don't forget that those who are writing to you may not realize that you are one of many

people in your ship or establishment, and that only your full name, rate and official number will guarantee finding you.

## Size of task

Isn't our insistence on an official number a little bureaucratic, and smacking of 1984? You get a hint of the size of the task when you know that among our clientele are 1,400 Smiths, of whom 120 are J. Smith, 500 Browns, 450 Williams, 250 Roberts, 225 Clarkes and 225 Clarks.

And we have to keep up with 750 Joneses.

The process of identification is, therefore, long and sometimes fruitless, and regrettably we have to return a lot of mail to the G.P.O. stamped "Undeliverable, no rank, rating, or official number."

What can you do to help, so that your mail gets to you smartly?

## Your advice

Make sure that your friends and relations address you by name, initials, official number and rate; tell them when you move from one ship to another or even from one mess to another.

Now is the time to spend an hour or so in the dog watches writing to all your loved ones making sure they have your correct address, otherwise we are going to be inundated with cigars and plum puddings in the weeks to come.

Sometimes we re-direct letters to the ship we know that a man is due to join, and although we write "To await arrival" on them, they still bounce back,



## Exchanges of drafts

The following ratings are anxious to exchange drafts. Anyone interested should write to the applicants direct.

R. J. Coughlan. PO M(E). BWK, NBCD. Being drafted to H.M.S. Ajax, March 25, 1970. Will exchange for Portsmouth based ship.

R. R. Simmons. AB. GL2. H.M.S. Scarborough. On draft to H.M.S. Cambridge, Plymouth, January 14 (over six months). Will exchange with AB or LS for any foreign married accompanied job, or for ship based on Singapore.

J. E. Brown. AB. RP\*. H.M.S. Aurora. On draft to H.M.S. Tyne, December 29, at Devonport. Dartmouth Training Squadron support party (over six months). Will exchange for ship or shore job anywhere in Scotland.

M. Bennetts. LS. RP2. H.M.S. Ashanti. Will exchange for any draft in Devonport area.

PO M(E) Strutton (ICE). Being drafted to H.M.S. Triumph November 17 (married accompanied job). Will exchange for billet in any smaller ship on general or foreign service. Letters — 170, Western Avenue, Acton, London, W.3.

R. Bliss. AB. RP\*. H.M.S. Osprey. Being drafted to H.M.S. Cavalier February 28 (Chatham based). Will change for job in the Devonport area.

R. Turner. AB. UW\*. H.M.S. Centaur. Being drafted to H.M.S. Gavington at Bahrain March 11. Will exchange for any local foreign service draft.

P.H.L. Lee. PO Waiter H.M.S. Victory Release Office. Detailed H.M.S. Danae February, 1970. Will exchange for any General Service Commission ship, Portsmouth based.

P. Richards. AB. RP2(PLS). 6U1 Mess. H.M.S. Eagle, detailed H.M.S. Tyne (over six months) January 15. Will exchange for similar draft in Chatham or London area.

P. Mumford. M(E)I. Not ICE or AMC. H.M.S. Exmouth. Will exchange for any Devonport, Far East or Portsmouth seagoing ship. Devonport Leander preferred, but any commission, anything considered.

A. Allan. PO Ck (ex "O") H.M.S. Dryad. Being drafted to H.M.S. Argonaut, (Devonport based) January 21. Will exchange for Portsmouth based ship.

And so a very Merry Christmas to one and all, but particularly to those who help us with clear handwriting and complete addresses.

was a farewell visit to the Far East, because he was in the process of handing over to Commodore P. K. C. Harris (right).

mouth based ship. 14, Mansfield Road, Rowner, Gosport.

J. Bradshaw AB. UW2. H.M.S. Wasperton. Being drafted to H.M.S. Neptune at Faslane (over six months). Will exchange for draft to H.M.S. Sea Eagle.

J. P. Shepherd. LS. UC1. H.M.S. Centaur. On draft to H.M.S. Danae March 4. Will exchange for any Portsmouth based ship.

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R.E.M. Manmohan Singh Vilku (above) is the first turbaned Sikh to receive aircrewmen's "wings" in the Royal Navy.

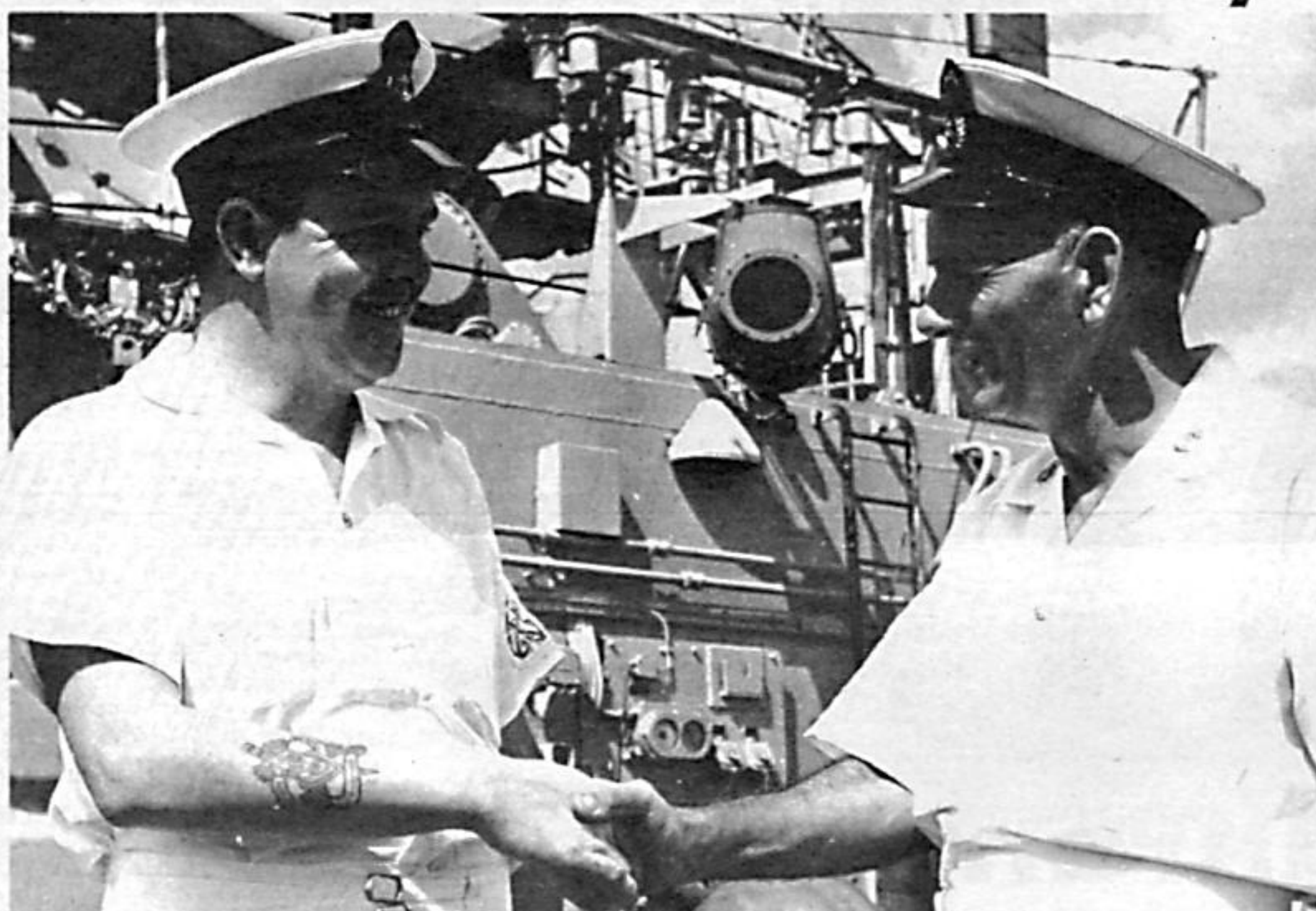


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## List of ships for which C.N.D. will be Issuing draft orders during December, 1969

SHIP	TO JOIN IN JUNE, 1970
CLEOPATRA (GSC)	Second Party
ACHILLES (GSC)	Main Party
GURKHA	Trials Complement
FEARLESS (GSC)	Second Party
ENDURANCE	50 per cent. ship's company
ZULU (GSC)	Third Party
JUNO (G.S.C.)	Third Party
ARGONAUT (GSC)	Third Party
JAGUAR (GSC)	Third Party
HYDRA (FS)	First Party

## 'More' trouble for Drafty



Just to emphasize Drafty's article on this page, meet Peter Coull More, smilingly shaking the hand of... Peter Coull More!

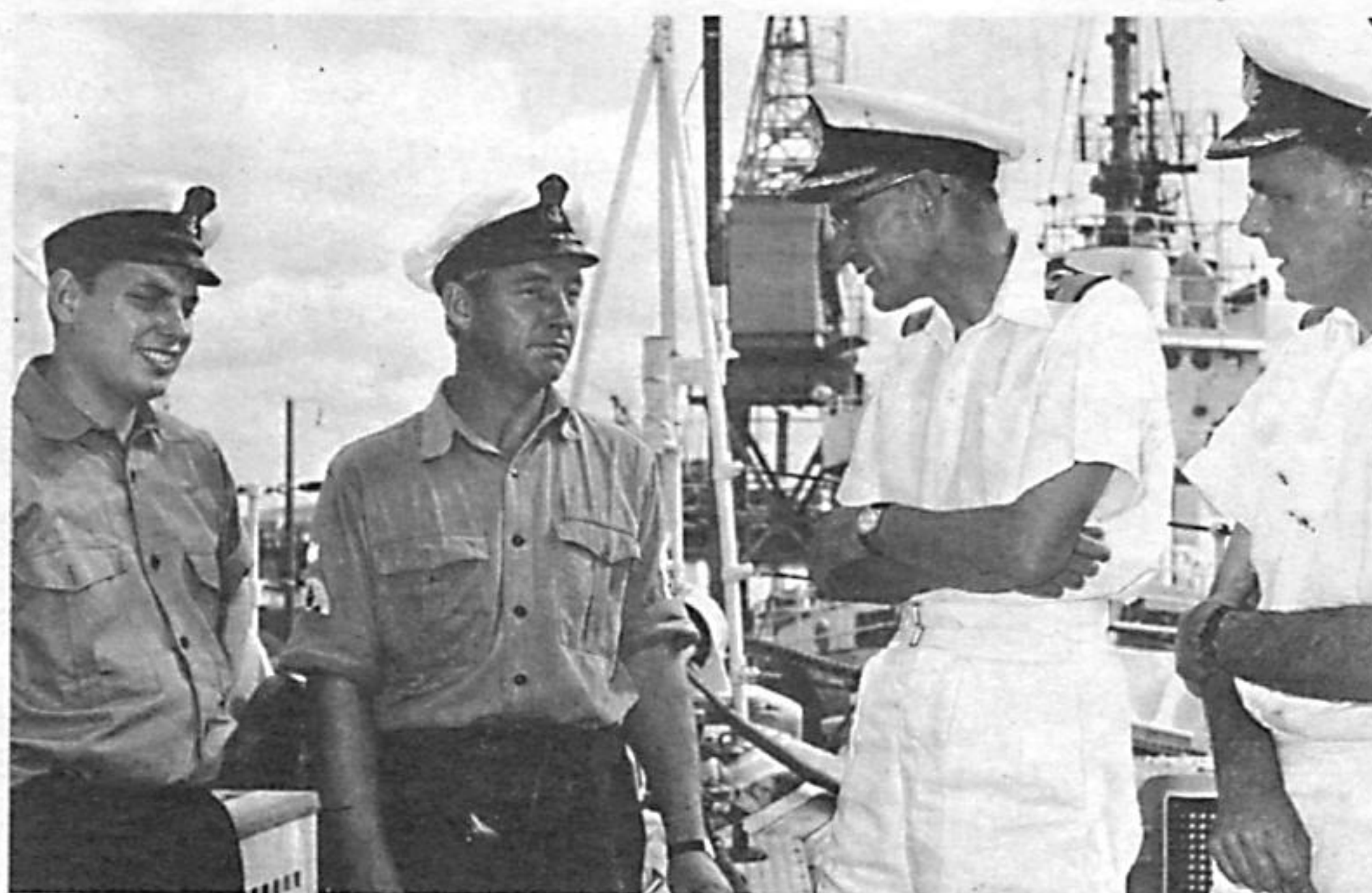
This Scottish father and son team was meeting up again in Singapore, where father (right) is serving as a chief engineering mechanic in H.M.S. Triumph, and his son is a P.O.M.(E) in H.M.S. London.

Just to make it more complicated, the last time they met in Singapore, four years ago, father was serving in H.M.S. London and son was in H.M.S. Triumph.

Father, who will be 50 on November 11, joined the Navy in 1940. His son, who is 28, followed suit 11 years ago.

Said father: "Drafty has got us sorted out now, but we keep getting each other's tailoring bills."

## SINGAPORE VISIT TO THE CUSTOMERS



The old and new Commodore Naval Drafting chat over drafting problems with senior rates on board H.M.S. Maxton at Singapore. For Commodore J. P. K. Harkness (left) it

was a farewell visit to the Far East, because he was in the process of handing over to Commodore P. K. C. Harris (right).

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# Babs strips for action

## FILMS FOR THE FLEET

A broader selection of films than the latest batch released to the Fleet would be difficult to imagine, with pictures ranging from a new offering in the ever-popular "Carry On . . ." comedy series to the thrilling tension of "The Boston Strangler."

Full list of latest releases by the Royal Naval Film Corporation is as follows:

**Carry On Camping** — Sid James, Kenneth Williams, Barbara Windsor and Terry Scott. This latest "Carry On . . ." subject is set out-of-doors, but concerns indoor sport. The familiar team succeed in making it a funny and familiar success, with outrageously corny jokes in plenty (Rank).

No. 774.

**The Thomas Crown Affair** — Steve McQueen and Faye Dunaway. A crime adventure with lots of humour, it combines excitement with laughs in a proportion which makes for enjoyable entertainment (United Artists).

No. 775

**100 Rifles** — Raquel Welch and Burt Reynolds. Plenty of action from start to finish but told in a light-hearted fashion (20th Century Fox).

No. 776

**The Boston Strangler** — Tony Curtis, Henry Fonda and George Kennedy. A multiple murder thriller. The story is based on real life and combines chilling tension and humour (20th Century Fox).

No. 777

**Buona Sera Mrs. Campbell** — Gina Lollobrigida, Telly Savalas, Peter Lawford and Shelley Winters. An ingenious comedy with some brightly amusing complications (United Artists).

No. 778

Here's a sight to bring a touch of warmth to a chilly morning. Babs (the delectable Barbara Windsor) gets into the swing of her morning P.T., with Pat (Valerie Shute) on the left. A scene from "Carry On Camping," the fifteenth of the popular comedy series.



## BLAKE MEN IN FIRE 'DRAMA'

Dramatic fire scene ashore during the Portland work-up of the command helicopter cruiser H.M.S. Blake.

For the fire-fighting exercise a mock-up of a Wessex helicopter was used, complete with dummy.

Task of the flight deck handling team was to tackle the blaze and to rescue the dummy from the aircraft.

Photo: LA (Phot) R. A. Stevenson.

## FLEW FROM SHIP TO HOSPITAL

H.M.S. Andromeda made her maiden crossing of the Equator after spending an enjoyable ten days at Gibraltar.

The ship sailed from Portland on August 22, passed Ushant and turned down to Biscay. It was not the first time that an Andromeda had been in these waters for the first ship of her name — a frigate of 28 guns and a crew of 200 — exchanged shots there with the French in 1778.

On September 5 she sailed, with H.M.S. Whitby, for Simonstown. On the journey the Whitby reported a case of appendicitis. The patient was transferred to the Andromeda and flown ashore to hospital in Freetown by helicopter.

The 90-mile journey was not an easy one and the ship was a welcome sight when the return

journey was made later in the day.

Following the patient's recovery, arrangements were made to fly him home.

## 'Dropped in' for Hermione ceremony

H.M.S. Hermione's Wasp helicopter "dropped in" when the Leander-class frigate was commissioned at Portsmouth in September.

It was a ceremony with a difference, as normally these helicopters join the ship at sea after the commissioning.

The "chopper" flew in from Portland shortly before the ceremony started and perched on the jetty near where the Hermione was berthed. Her pilot was Sub.-Lieut. N. J. de Hartog.

Chief guest was Mrs. J. P. W. Mallalieu, wife of the former Navy Minister, who also attended. Mrs. Mallalieu, who launched the ship in December 1965 at Glasgow, cut the 70-lb commissioning cake and addressed the ship's company and guests.

Other guests included the Flag

Officer, Spithead (Rear-Admiral A. M. Power), who served in the Hermione's predecessor, the cruiser sunk in 1942.

"Old Hermiones" also included Sir Richard Thompson, former M.P. and Minister, who was serving in the old cruiser when she was sunk.

Three chaplains conducted the service, and music was provided by the Royal Marines Band of H.M.S. Collingwood.

Following work-up at Portland, the Hermione, commanded by Cdr. T. G. A. Ram, is due in the Far East in the New Year.

## Submarines at Bordeaux

Three patrol submarines of the Royal Navy paid an official visit to Bordeaux from October 24 to 29. They were the Acheron, the Auriga and the Odin.

The visit of the submarines coincided with an important British trade promotion in Bordeaux sponsored by the Board of Trade and the Export Council for Europe.

In addition to the visit of the submarines, the Royal Navy Rugby XV flew to Bordeaux for a fixture with Begles, the French champion rugby union team.

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AB Haw, recovered from his operation, and PO Colln Barnes meet again when H.M.S. Nubian arrives at Bahrain.

## NUBIAN'S 'MERCY' DASH

When H.M.S. Nubian arrived in Bahrain for the Gulf leg of her General Service Commission, and to relieve H.M.S. Zulu, one of her ship's company was already on the jetty at Mina Sulman to greet her.

He was AB Haw (20), a radar plot rating from Falmouth — and his journey had not exactly been all fun.

While the Nubian was on passage to the Cape, AB Haw was taken seriously ill. PO Medical Technician Colln Barnes suspected acute appendicitis and efforts were made by radio to obtain advice and attention.

The ship could hardly have been less well placed. Walvis Bay — the nearest inhabited land — lay 600 miles to the south-east, while the closest doctor afloat was in the liner Pendennis Castle 600 miles astern.

The commanding officer (Capt. R. E. de M. Leathes) decided to make

for Walvis Bay and speed was increased to 24 knots. During the 30-hour long dash, AB Haw was kept comfortable by the constant attention of "Doc" Barnes. Despite frequent patches of thick fog and almost constant mist, speed was maintained.

At one point in thick fog the depth soundings suddenly went from 40 to eight fathoms and at the same moment a line of what appeared to be breakers was detected by radar a mile ahead. After going hard to starboard the ship came in again at 10 knots. The soundings stayed no less eight fathoms and the line of breakers turned out to be a bank of extra thick fog.

Events proved the ship to have been exactly where plotted but a slightly suspect compass and the knowledge that they were in the area where the troopship Birkenhead sank with heavy loss of life at the turn of the century did not make for easy minds on the bridge.

The approach to Walvis Bay also was not without its worries as on reaching the coast the fog was at its thickest. The area is volcanic and low islands have been known to appear in the evening but disappear again the following morning. Despite these problems the ship entered safely.

A South African doctor confirmed the diagnosis and Haw was taken ashore, where he underwent the operation that afternoon in hospital. He returned to his ship by way of Windhoek, Johannesburg, Rome and Kuwait. Not a bad way of convalescing!

Only a few weeks after this incident, the Nubian was again involved in a mercy mission. While visiting Mahe in the Seychelles a call was received to take food to Recif Island, about 18 miles to the East. The three inhabitants had received no fresh supplies because of strong winds and high seas.

One of the more interesting items in the latest commissioning forecast is that the "CA" class destroyer H.M.S. Cavalier, launched in April, 1944, and completed in November the same year, is to commission in February next for a general service commission in Home Waters and the Mediterranean.

Another interesting change is that the anti-aircraft frigate H.M.S. Lynx, which was to have recommissioned at Devonport in January, 1971, has been brought forward and will now recommission next July at Singapore.

The latest commissioning forecast is as follows:

### NOVEMBER

**BULWARK** (Cdo. Ship). November 5 at Devonport. Home Sea Service/Foreign Service from date of sailing for East of Suez. U.K. Base Port, Devonport (C).  
**ACHILLES** (GP Frigate). November 5 at Glasgow. Port Service. Reduced trials crew. U.K. Base Port, Devonport.  
**LONDONERRY FLIGHT**. November 10 at Portland. General Service Commission. Wasp. U.K. Base Port, Portsmouth.  
**SALISBURY** (A/D Frigate). November 18 at Devonport, for trials. Port Service. U.K. Base Port, Devonport. Commissions January 29.  
**AURORA** (GP Frigate). November 18 at Chatham. General Service Commission.

### DECEMBER

**JAGUAR** (A/A Frigate). Mid-December at Chatham. LRP complement. Port Service.  
**LONDONERRY** (A/S Frigate). December 3 at Rosyth. General Service Commission. Home/West Indies/Home. U.K. Base Port, Portsmouth.  
**SCYLLA FLIGHT**. December at Portland. General Service Commission. Wasp. U.K. Base Port, Devonport.  
**NORFOLK** (GM Destroyer). December at Portsmouth for trials. Port Service. U.K. Base Port, Portsmouth. Commissions March, 1970.  
**BACCHANTE** (GP Frigate). December 5 at Portsmouth. General Service Commission. Home/West Indies. U.K. Base Port, Portsmouth.

### JANUARY, 1970

**SCYLLA** (GP Frigate). Mid-January at Devonport. General Service Commission. Home/West Indies/Home. U.K. Base Port, Devonport. Captain's Command with full Staff.  
**849B SQUADRON, ARK ROYAL**. Early 1970 at Brawdy. General Service Commission. 4 Gannets. U.K. Base Port, Devonport.  
**824 SQUADRON, ARK ROYAL**. Early 1970 at Culdrose. General Service Commission.

## Old Cavalier keeps going

sion. 6 Sea Kings. U.K. Base Port, Devonport.

**NORFOLK FLIGHT**. Early 1970 at Portland. General Service Commission. Wessex. U.K. Base Port, Portsmouth.

**ACHILLES FLIGHT**. Early 1970, at Portland. General Service Commission. Wasp. U.K. Base Port, Devonport.

**ARK ROYAL, SAR FLIGHT**. Early 1970 at Culdrose. General Service Commission. 2 Whirlwind or Wessex. U.K. Base Port, Devonport.

**JUNO** (GP Frigate). January 8 at Chatham. General Service Commission (Phased). Home/West Indies/Home. U.K. Base Port, Chatham. Captain's Command with full Staff.

**HECLA** (Survey Ship). January 3 at Devonport. General Service Commission. North Atlantic/West Indies. U.K. Base Port, Devonport (A).

**ZULU** (GP Frigate). January 21 at Rosyth. General Service Commission (Phased). Home/West Indies/Home. U.K. Base Port, Rosyth (C).

**HECATE** (Survey Ship). January 27 at Devonport. General Service Commission. Home/North Atlantic. U.K. Base Port, Devonport.

**ARGONAUT** (GP Frigate). January 22 at Devonport. General Service Commission (Phased). Home/West Indies/Home. U.K. Base Port, Devonport.

**BRINTON** (M/H). Foreign Service. Gulf. 9th M.C.M. Squadron.

**SALISBURY** (A/D Frigate). January 29 at Devonport. General Service Commission. Home/West Indies/Home. U.K. Base Port, Devonport.

### FEBRUARY

**LOWESTOFT FLIGHT**. February 9 at Portland. Wasp. General Service Commission. U.K. Base Port, Chatham.

**LLANDAFF** (A/D Frigate). February 12 at Devonport. General Service Commission (Phased). Home/West Indies/Home. U.K. Base Port, Devonport.

**FAWN** and **FOX** (Coastal Survey craft). February 12 at Devonport. General Service Commission. West Indies/Home. U.K. Base Port, Devonport.

**LOWESTOFT** (A/S Frigate). February 19 at Chatham for trials. Port Service. Commissions April 29.

**CAVALIER** (Destroyer). February 24 at Chatham. General Service Commission (Phased). Home/West Indies/Home. U.K. Base Port, Chatham.

### MARCH

**DANAE** (GP Frigate). March 5 at Devonport. General Service Commission (Phased). Home/West Indies/Home. U.K. Base Port, Devonport. (Captain's Command.)

**ACHILLES** (GP Frigate). March 31 at Devonport for trials. Port Service. Commissions June. U.K. Base Port, Devonport.

**GAVINTON** (M/H). March 18 at Bahrain. Foreign Service. Gulf. 9th M.C.M. Squadron (A).

**GURKHA FLIGHT**. March 16 at Portland. General Service Commission. Wasp. U.K. Base Port, Rosyth.

**NORFOLK** (GM Dest.). March at Portsmouth. General Service Commission. Home. U.K. Base Port, Portsmouth.

### APRIL

**MOHAWK** (GP Frigate). April (tentative). L.R.P. complement at Portsmouth. Port Service.

**BERETON** (M/H). April 22 at Bahrain. Foreign Service. Gulf. 9th M.C.M. Squadron (A).

**NAIAD** (GP Frigate). April at Portsmouth. General Service Commission (Phased). Home/West Indies/Home. U.K. Base Port, Portsmouth.

**DIOMEDE** (GP Frigate). April (tentative) at Glasgow. Port Service. Reduced trials crew. U.K. Base Port, Portsmouth.

**LOWESTOFT** (A/S Frigate). April 29 at Chatham. General Service Commission. Home/West Indies/Home. U.K. Base Port, Chatham.

**HAMPSHIRE** (GM Destroyer). April 30 at Portsmouth. LRP complement. Port Service.

### MAY

**LEANDER** (GP Frigate). May 1. Dockyard control at Devonport. Port Service.

**ARETHUSA** (GP Frigate). May 19. At Portsmouth. General Service Commission (Phased). Home/West Indies/Home. U.K. Base Port, Portsmouth.

**ANTRIM** (GM Destroyer). May at Portsmouth for trials. Port Service. U.K. Base Port, Portsmouth. Commissions July.

### JUNE

**CLEOPATRA** (GP Frigate). June at Devonport. General Service Commission (Phased). Home/West Indies/Home. U.K. Base Port, Devonport.

**ACHILLES** (GP Frigate). June 9 at Devonport. General Service Commission. Home/West Indies/Home. U.K. Base Port, Devonport.

**GURKHA** (GP Frigate). June 25 at Rosyth. For trials. Port Service. Commissions September 24.

**FEARLESS** (Assault Ship). June at Devonport. General Service Commission. Home/West Indies/Home. U.K. Base Port, Devonport (A).

**ENDURANCE** (Ice Patrol Ship). End of June at Portsmouth. Fifty per cent. of ship's company. General Service Commission. Home/South Atlantic/South America. U.K. Base Port, Portsmouth.

**DIOMEDE FLIGHT**. Mid-1970 at Portland. Wasp. General Service Commission. U.K. Base Port, Devonport.

**BULLDOG** and **BEAGLE** (Coastal Survey Craft). June 25 at Chatham. General Service Commission. Home/West Africa/Med. U.K. Base Port, Chatham.

### JULY

**LION** (Cruiser). July 1 (tentative) at Devonport. LRP complement. Port Service.

**DEVONSHIRE** (GM Destroyer). July (tentative) at Portsmouth for trials. Port Service. Commissions December.

**TORQUAY** (A/S Frigate). July. LRP complement at Chatham. Port Service.

**ANTRIM** (GM Destroyer). July at Portsmouth. General Service Commission. Home/West Indies/Home. U.K. Base Port, Portsmouth.

**LYNX** (A/A Frigate). July (tentative) at Singapore (tentative). General Service Commission. East of Suez/Home (Phased). U.K. Base Port, Devonport.

### AUGUST

**BERWICK** (A/S Frigate). August (tentative) at Chatham for trials. Port Service. U.K. Base Port, Portsmouth. Tentative date for commissioning October.

**HYDRA** (Survey Ship). August at Singapore. Foreign Service. Malacca and Singapore Straits.

**WISTON** (CMS). August 30 (tentative) at Bahrain. Foreign Service. Gulf. 9th M.C.M. Squadron (A).

**ANTRIM FLIGHT**. August 10 at Portland. General Service Commission. Wessex. U.K. Base Port, Portsmouth.

### SEPTEMBER

**PUNCESTON** (CMS). September (tentative) at Bahrain. Foreign Service. Gulf. 9th M.C.M. Squadron (A).

**FALMOUTH** (A/S Frigate). Mid-September at Portsmouth for trials. Port Service. Commissions end December.

**DIOMEDE** (GP Frigate). September 8 (tentative) at Devonport for trials. Port Service. U.K. Base Port, Devonport. Commissions December. Captain's Command with full Staff.

**GURKHA** (GP Frigate). September 24 at Rosyth. General Service Commission. Home/West Indies/Home. U.K. Base Port, Rosyth (Captain's command).

### OCTOBER

**BERWICK** (A/S Frigate). October (tentative) at Chatham for service with the 2nd S/M Squadron. Final manning date, November 21.

tive) at Chatham. General Service Commission. Home/West Indies/Home. U.K. Base Port, Portsmouth.

**LONDON** (GM Destroyer). October (tentative). Special C and M complement at Portsmouth. Port Service.

**AJAX** (GP Frigate). October 1. Dockyard control at Devonport. Port Service.

**BEACHAMPTON**. October (tentative) at Bahrain. Foreign Service. Gulf. 9th M.C.M. Squadron (A).

**YARNTON**. October (tentative) at Bahrain. Foreign Service. Gulf. 9th M.C.M. Squadron (A).

### NOVEMBER

**BLAKE** (Cd. Cruiser). November at Portsmouth. General Service Commission (Phased). Home/West Indies/Home. U.K. Base Port, Portsmouth.

**LINCOLN** (A/D Frigate). November at Devonport. General Service Commission (Phased). Home/West Indies/Home. U.K. Base Port, Devonport.

### DECEMBER

**DIOMEDE** (GP Frigate). December at Devonport. General Service Commission. Home/West Indies/Home. U.K. Base Port, Devonport.

**ROTHESAY** (A/S Frigate). December at Portsmouth. General Service Commission (Phased). Home/West Indies/Home. U.K. Base Port, Portsmouth.

**LEOPARD** (GP Frigate). December 3 at Portsmouth. General Service Commission (Phased). Home/West Indies/Home. U.K. Base Port, Portsmouth.

**FALMOUTH** (A/S Frigate). End of December at Portsmouth. General Service Commission. Home/West Indies/Home. U.K. Base Port, Portsmouth.

**FALMOUTH FLIGHT**. Late 1970 at Portland. General Service Commission. Wasp. U.K. Base Port, Portsmouth.

### JANUARY, 1971

**ALBION** (Cdo. Ship). January at Portsmouth. Home Sea Service/Foreign Service from date of sailing for East of Suez. U.K. Base Port, Portsmouth (A).

**INTREPID** (Assault Ship). January at Singapore. Foreign Service Commission. East of Suez. U.K. Base Port, Devonport (A).

**PHOEBE** (GP Frigate). January at Chatham. General Service Commission (Phased). Home/West Indies/Home. U.K. Base Port, Chatham (Captain's Command with full Staff).

**BRINTON** (CMS). January 28 at Bahrain. Foreign Service. Gulf. 9th MCM Squadron (A).

### FEBRUARY

**FIFE** (GM Dest.). February at Chatham. General Service Commission. Home/West Indies/Home. U.K. Base Port, Chatham (A).

### MARCH

**MINERVA** (GP Frigate). March at Chatham. General Service Commission. Home/West Indies/Home (Phased). U.K. Base Port, Chatham.

**YARMOUTH** (A/S Frigate). March at Portsmouth. General Service Commission. Home/West Indies/Home (Phased). U.K. Base Port, Portsmouth.

**GAVINTON**. M/H. March at Bahrain. Foreign Service. Gulf. 9th MCM Squadron (A).

**NOTES**\*It is emphasized that the dates and particulars given are forecasts only and may have to be changed—and perhaps at short notice.

The term "U.K. Base Port" means the port at which the ship may normally be expected to give leave and refit.

For ships which are to be phased

## 'No girls in the Gulf'

When the commanding officer of H.M.S. Nubian (Capt. R. E. de M. Leathes) was asked how he and his ship's company felt about visiting the Gulf, he admitted a certain apprehension.

"There's still a slight touch of Lawrence of Arabia and all that," he said. "And worst of all, virtually no girls — this is hard on the younger sailors."

"Still, it's a place none of us will be likely to visit again, so it's something to see."

Certainly if Nubians are as popular as Zulus were they can be certain of no lack of friends in the Gulf.

commissioned, the dates quoted are those on which the main party will join. Drafting action is initiated about six months ahead of the date on which men are to join such ships, and drafting action for the first party will therefore be initiated about nine months ahead of the dates quoted.

Drafting action for men for trials crew (who will form part of the final complement) is initiated between two and five months before the dates quoted.

These periods should be borne in mind when preferring requests to volunteer for service in particular ships.

Ships in which locally entered Cooks and Stewards are to be borne in lieu of U.K. ratings are shown as follows: A—All Cooks and Stewards; B—All Cooks and Stewards; other than 1 P.O. Cook; C—Stewards and Cooks for Captain and Wardroom.

## F.A.A. band fares well

The Fleet Air Arm volunteer band fared well in the second section of the national brass band championships in London.

The bandmen, mostly CPOs and POs, had for a fortnight before the event been instructed and conducted by the world champion brass band conductor Prof. W. B. Hargreaves, with the assistance of CPO W. Aird, the second conductor.

Earlier in the year the band took first place in the Scottish area finals, under the baton of Prof. Hargreaves. For the "nationals," in which they competed against 21 other bands, nearly all members who played at Edinburgh were available.

They scored 182 out of 200 for the test piece and this high mark gained them seventh place overall — only one point separated each of the top seven bands.

## Submarine drafting

The final manning date given is the date when the whole crew will be complete. Drafting will start four months previous to the final manning date. Drafting preference cards from any volunteers are required five-and-a-half months before the dates given.

### NOVEMBER

**ALLIANCE** at Chatham for service with the 2nd S/M Squadron. Final manning date, November 21.

### APRIL

**SEALION** at Rosyth for service with the

3rd S/M Squadron. Final manning date, April 17, 1970.

### MAY

**PORPOISE** at Portsmouth for service with the 1st S/M Squadron. Final manning date, May 15, 1970.

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# Old girl with a past



The fleet escort maintenance ship H.M.S. Berry Head is a vessel launched no less than a quarter of a century ago and whose early career was the subject of some little controversy in Navy News correspondence earlier this year.

When she was commissioned in November, 1968, remarks were made about her being a ship without a "past" — an issue which was taken up by readers, one of whom recalled her visit to the Far East in 1945.

The fact remains, however, that the ship has spent a very large part of her life in reserve.

The Berry Head (11,270 tons full load) was built by North Vancouver Ship Repairs, Canada, and was completed in June, 1945.

Later, on arrival in the United Kingdom, she was placed in reserve as part of the reduction of the post-war Fleet.

Extensive modifications were made during a three-year refit from 1960-63, after which the ship once more joined the Reserve Fleet. Further modifications were carried out in 1968, including the air conditioning of all accommodation, and the ship commissioned in November, 1968.



H.M.S. BERRY HEAD

She sailed from Portsmouth in February this year for the Far East, to be based at Singapore and provide maintenance facilities for destroyers and frigates of the Far East Fleet. A Fleet maintenance group of 200 officers and men were joining the ship's complement of 300 officers and men in Singapore.

The Berry Head's engineering and electrical

workshops are equipped with a comprehensive range of machinery and test equipment, including heavy machine tools, plate and pipeworking facilities, and below the main workshop there is a small foundry. The naval stores carried comprise

40,000 different items from radar valves to brass screws.

The Berry Head — one of the three-strong Head class and the first ship of her name — has an overall length of 442 feet and beam of 58 feet. She has a designed speed of 10 knots and is equipped with 11 40mm. AA guns.

At the time of her commissioning last November it was stated that she was a "ship without traditions and without a past."

In response, a Navy News reader in Ontario, Canada, wrote recalling 18 months' service in her in 1951-52 and said: "I would like to say that the ship has got a past. Although she was not actually in commission and came under the heading H.M.S. Minerva she did have a job to do."

The correspondent said the ship had a full complement looking after the Reserve Fleet at Sheerness, with H.M.S. Duncansby Head.

Another correspondent wrote stating that to say — as had been officially reported — that the ship commissioned for the first time in November, 1968, was wrong. She had commissioned, he said, in late June, 1945, and proceeded to the Far East to join the Pacific Fleet train. "By October 1, 1945, we had covered 11,783 miles and burnt 1,425 tons of oil — not bad for a ship out of commission!"

The correspondent, the Berry Head's first chief stoker, said they brought the Berry Head back to Sheerness and paid off.

## SHE'S 26, BACK AT SEA

A service of re-dedication was held on board H.M.S. Undaunted at Chatham to mark the end of five months in dockyard hands.

As the Undaunted is on a continuous Home Sea Service commission, a full commissioning service was not possible, but the

re-dedication service proved highly successful.

The cake was cut by the captain's wife, Mrs. B. C. G. Hutchings, assisted by JS

Robert Fearn, youngest member of the ship's company.

During the ship's time in dockyard hands, she was extensively refitted. Most of the

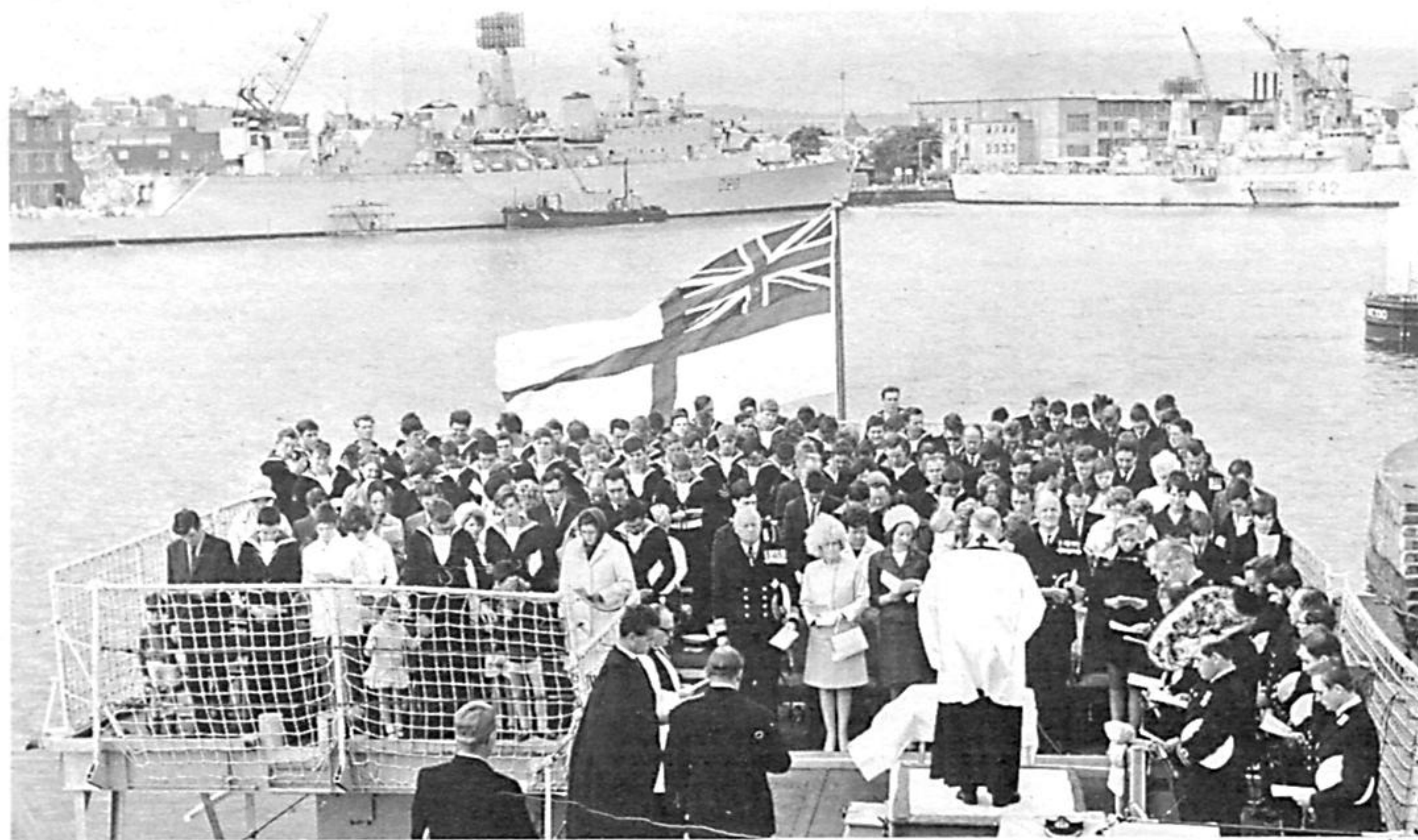
## ORDER REAL PHOTOGRAPHS

Photo postcards of H.M.S. Berry Head or any other ship in this series are obtainable from Navy News, Dept. PC, RN Barracks, Portsmouth, price 1s. each (10s. per dozen, stamps, postal order or cheque).

A standing order for the supply of each new card on publication, for 12 issues, can be arranged on receipt of postal order or cheque for 12s.

Other ships in this series are:

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The ship's company of H.M.S. Undaunted, with guests-of-honour Vice-Admiral Sir John and Lady Parker, assembled on the flight deck for the re-dedication service.

messdecks were fitted with extra bunks, and hammocks are a comparatively rare sight now.

Most comprehensive item of the refit was the fitting of an Avcat tank and pumping system. The Undaunted is now in something of a nebulous state of being fitted for, but not with, a helicopter. She was, in fact, the first ship in the Royal Navy to be fitted with a helicopter flight deck and carried out the first trials.

Ever since those days she has had limited helicopter capability, although fully MATCH equipped. Now she is able to operate a helicopter for a limited period.

Nearly every member of the ship's company went on a course of some description, whether it was learning to fight aircraft fires, or being a guinea

pig for the scientists of the Applied Psychology Research Unit at Cambridge.

The ship was at Chatham for Navy Days and was "invaded" by nearly 7,000 people.

Later she sailed for sea trials, to be followed by work-up at Portland.

The Undaunted is Captain (D) of the Portland Squadron and celebrated her 26th birthday in July. She is now one of the oldest ships in the Navy but is extensively modernised and still a very effective anti-submarine unit.

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## ALL YOUR LETTERS

# Three-bob puzzle solved

When filling in Form B11 for travelling expenses between home and place of duty, one comes across a small paragraph at the end of paragraph 2 which says: "Three shillings will be abated for each week or part of a week in this period, except in respect of personnel in Service accommodation."

While in Royal Arthur this question was brought up (as it is so often) and the reply given to us was: "We don't know."

It is not mentioned in the Pay Regulations and to get an answer from the Pay Office other than "we don't know" is impossible.

Acorn

Portsmouth.

Navy News understands that the view is taken that it costs everybody something to travel to work, but that the civilian has some degree of choice. Therefore if a Service man is travelling to work from home, it is regarded as reasonable to expect that he should pay a part. If he is in Service accommodation, however, he is permitted to claim the full amount of travelling expenses.

Incidentally, the Prices and Incomes Board report on the pay of the armed forces says, in reference to a military salary, that a reasonable figure for travel would be more like ten shillings than three.

## HAIR IN A RIBBON

I cannot help remark on the comment of the October Navy News, "Would Nelson have welcomed him?"

A photograph of one of our products shows that all the five civilians would have to do would be to tie their hair back with a ribbon to be completely pusser.

C. R. Porter,  
Josiah Wedgwood Ltd.

pose and its strength in up-to-date ships and equipment is very widespread in this country, as we are finding.

So if any reader of Navy News is able to bring even one unlightened civilian to one of our shows, it will help to "correct the impression engendered by the continual cuts."

S. A. Stuart  
(Commander, R.N.)

Royal Navy  
Presentation Team.

## Not the first?

I have just been reading your article "First Warships to Visit Islands in 25 Years" (October issue), in reference to H.M.S. Houghton and Wilkieston.

This statement is completely untrue. Prior to these minesweepers visiting the South Seas was a CA destroyer in which I served, and we were at Fiji, Tonga, New Hebrides, and Vila in one continuous string of events.

This happened in May, 1968.  
SA P. Thurlborn.  
H.M.S. Excellent.

## Lighting the way

I was delighted to see R. A. Forder's letter in your October issue, referring to the need to show that the Navy is still an essential instrument of the country's defences.

May I point out that this is exactly the line that this year's Know Your Navy presentation (see July Navy News) takes.

Ignorance of the Navy's pur-

## THEY SWAY THE GIRLS

Why do British sailors want to change their uniform when it is the smartest of all the world's navies?

When a ship visits a port do sailors imagine that (initially at least) girls are attracted to them by their social grace and wit, or by lavish spending?

No! It is basically that "outdated" but romantically exciting bell-bottom uniform which sways a girl, as no Army or Air Force uniform can equal.

Go ahead and change it, but don't be surprised if you find yourselves suddenly lacking in girl friends!

Sylvia Peterson  
London, N.W.1.

## Author's appeal

I am compiling a history of the V and W class destroyers, to be published next year, and information and photos would be welcomed. On account of their similarities, the Scott and Shakespeare classes are included.

Information about the Montrose, Witherington, and Whitehall is specially requested. Any material lent would be carefully treated.

Anthony Preston,  
13, Crondace Road,  
London, S.W.6.

# Is commuting for investment a good bargain?

The last paragraph of the article on pension rules on page two of the September issue has been a source of much misunderstanding and raised eyebrows. Further explanation would be appreciated.

For example, when maximum commutation was £600, this meant that at the age of 40 I would lose 17s. per week from pension.

If this sum is invested in a building society at 4½ per cent. tax paid and left for 11 years, I would have a capital sum of £982 earning 17s. per week interest tax paid, which is the amount I lost from my pension.

Should I die in the meantime my wife would have that sum of money, whereas had I not commuted there would be no capital sum and my pension would die with me. (What we do need to confirm is, after commutation, is my pension taxed on the full amount I would have drawn had I not commuted?)

## THE COMPARISON

Compare the above with a loan by mortgage of £600 at the rate of 8½ per cent. The interest would cost me £1 per week to start with, plus having to pay back the amount. I admit the tax allowance given on interest paid (if paying at the standard rate) is worth 6s. 4d. per week.

In the event of my death my wife would be in a tight spot.

One other question to cover most aspects of this subject is:

how often are there pension rises for a man who has left the Service?

Which method would you select?

W. Rudge

No. 3 CPOs' Mess,  
H.M.S. Hampshire.

The man who takes the option within six months of leaving the Service of commuting up to £1,000 of his pension for investment may well be acting for the best, always remembering that interest rates may not remain as they are today. After six months he cannot commute for investment, nor can he commute over the £1,000 mark for investment at any time.

After commutation, a pension is taxed only on the amount then received.

Recent pension rises for men who have left the Service came in 1952, 1956, 1959, 1962, 1965, and 1969. A man who went to pension in 1945 is now drawing about 100 per cent. more.

# IS R.A.F. SYSTEM BETTER?

In the course of my civilian employment I work alongside an ex-warrant officer, Royal Air Force. Some months ago, pension increases were announced for members of the Armed Forces.

These applied only to men who had attained the age of 60. This ex-W.O. received from the R.A.F. Pay and Records presumably, a document stating exactly what he would receive by way of this increase when he qualified by age. Like myself, he is not yet 60.

As an ex-C.P.O. I have not received any information of any kind related to this increase. The R.A.F. system of advising their members has much to commend it.

If it is not naval practice to carry out this procedure it is something which they would do well to introduce.

Soon new pension books will be issued. Would it be asking too much of D.N.A. to include a slip giving details?

G. Trehang,  
Liskeard, Cornwall.

In recent years Pensions Increase measures have taken the form of percentage increases to be applied to the pension when the pensioner reaches age 60, or earlier if he is incapacitated. Full details of these percentages, which vary accord-

ing to the code on which the pension is based, are given in the National Press and in the Appendix to the Navy List, which is available in reference libraries.

The effect of the measures is cumulative and unless informative leaflets were forbiddingly complex and detailed, the pensioner would have to retain leaflets over a period of 20 years to have in his possession information as fully comprehen-

sive as that given in the Appendix to the Navy List.

There are about 70,000 ex-naval personnel who qualify, or may eventually qualify, for pension increases, and the expense which would be involved in providing them with more detailed information than is already given in the Press, with the Appendix to the Navy List as a standing reference, is not considered to be justified.

## Cocker Control

Reference your amusing cartoon in the October issue, I feel it might be as well to forestall any misconceptions which may be created by the text which accompanied it.

Control of cockroaches, and indeed of many other insects, has been carried out in the Royal Navy for more than 20 years by the Naval Health Inspectorate (specialists in the R.N. Medical Branch) aided by trained dockyard teams.

While we are pleased to have the help of the Marine Section of Rentokil Laboratories in the fight against the ubiquitous "cocker," let us not lose sight of the fact that the R.N. looks after its own.

Keith Chalmers-Bruce  
(Chief Medical Technician,  
Health)  
Command Health Inspector for  
Scotland and Northern Ireland.

## Disagrees

Sparky and Bunts may have many admirable suggestions for the improvement of the recruitment figures, but I disagree with some of the comments made.

I sincerely believe that the young man of today contemplating a career in the Services is among other things considering the tougher, more challenging and varied life that the Royal Navy provides.

It is said that the sailor of today resents being told to have his hair cut.

When I joined up I felt the same. My hair wasn't shoulder length, but what I had I wanted to keep. I didn't like going to Shotley barbers to get scalped, but it didn't break my heart or prevent me from joining up. I wanted better things than the civvy could normally get — and I got them.

As for the new style uniforms, this is a pathetic cry. I expect, in time, it will come, but will it really be the answer?

Would the men display the new uniform ashore any more than they do at the moment? They would still change into their civvy "peacock" rigs at the first opportunity, leaving the new uniforms for "entering and leaving harbour."

Jack Tar, with his tiddley bows, dicky fronts, and split silks etc., could still trap the dol- lies without the modern hair do.

Change is a good thing, but only if it is for the better. Project the new image by all means, but let us not lose sight of the past.

Tasi

K. D. Malaya

Another ex-Wren.  
Rowner, Gosport.

# The Navy has it — and let's keep it!

This really is the end! Is it lack of news that prompts you to devote a whole page to "Hair!" (October issue). My first reaction was to start a fund for those poor men — for combs at least — and perhaps a shampoo and set?

If the "dollies" prefer to judge their males by the length of their hair and not by personality, wit, wide outlook on life, interesting conversation, and general appearance, I would say Jack has had a lucky escape.

Personally I have always enjoyed the company of sailors, having worked with them, and eventually marrying one.



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# Navy's storm aid



Speedy and skilful work by ratings during a visit to Gothenburg by four ships of the First MCM Squadron prevented a serious situation during a severe storm of almost hurricane force.

The 8,000-ton Swedish merchant vessel Cooranga (above) broke her moorings and narrowly missed striking H.M. ships Upton and Bildeston. She grounded 20 yards from the Navy ships, finally resting on pleasure boats and the jetty.

Ratings immediately went to the jetty and three — LS Ashton and ABs Heald and Jackson, from the Bildeston — boarded the Cooranga to pass lines to the jetty. The lines were secured and the potential danger to the Navy ships averted.

Later ships' divers helped salvage gear from the many capsized yachts.

Photo: Lieut. J. Devine, of H.M.S. Bildeston.

The four Royal Navy ships which took part in the recent "London Week" in Gothenburg, Sweden, made an important contribution to the undoubted success of the event.

The ships were the Abdiel, Upton, Bildeston and Nurton, of the First MCM Squadron, based at Port Edgar.

"London Week" was a venture designed to promote the sale of British goods in Sweden and there was a wide variety of attractions.

A detachment of the Royal Marines Band of the Commander-in-Chief, Western Fleet, under the direction of Bandmaster J. E. C. Bearman, was embarked in the Abdiel for the visit.

Two other bands also took part in the festivities, but it was the Marines who "stole the show" with their many excellent performances, ranging from "Beating Retreat" to performing at the "London Week" ball attended by Princess Christina of Sweden.

Social activities and commitments of the ships' companies

## Swede and lovely!

ranged from consulate receptions to exhibition darts matches at leading multiple stores. Rugby and soccer fixtures were high on the popularity list, as were tours

The generous hospitality offered to the Squadron by the Swedish people was very welcome.

What of the beautiful Swedish girls? Rumours abound but, say the ships, the details must remain confidential — just in case they are invited again.

Earlier, the Abdiel, commanded by Cdr. David F. Watts, had visited Hartlepool, which "adopted" the ship in 1967. Extensive hospitality was offered by local organizations, and many sporting fixtures were enjoyed. Trips included calls at a brewery and a colliery.

## POINTS LEADERS

The following table shows the points of the men at the top of each advancement roster. Merit points awarded on form S.507 for May 31, 1969, have been included.

CPO	PO	Ch Smkr	Ch E1(Air)	Ch R E1(Air)
1491	332(2)	1234	2131	2371
CPO Wtr	CPO Wtr	L Wtr		
1511	476(2)	248		
CPO CA	CPO SA	PO SA		
1715	1803	647		
L SA	CPO Ck(ex S)	PO Ck(ex S)		
500(3)	1846	1238		
L Ck(ex S)	CPO Std	PO Std		
472(2)	2306	486		
CPO Ck(ex O)	PO Ck(ex O)	L Ck(ex O)		
2165	858	400		
MAA	RPO	MAA(ex Cox'n)		
1231	624	1454		
CERA/Ch Mech	Ch M(E)	Ch CE1		
752/480	2157(2)	1759		
Ch O E1	Ch R E1	CPO MA		
1613	1362	CCY		
PO MA	L MA	1412		
686	319	CRS		
CY	L RO(T)	1554		
517	430	CA(AE)		
RS	L RO(G)	2344		
519	395	POAF(O)		
POAF(AE)	CA(O)	561		
197(2)	2256	POA(AH)		
LAM(O)	CA(AH)	1075		
513	2347	POA(SE)		
LA(AH)	CA(SE)	470		
351	1181	POA(Phot)		
LA(SE)	CA(Phot)	379		
287	1429	LA(Met)		
LA(Phot)	CA(Met)	186		
543	1833			

The number in parenthesis indicates the number of men with the same number of points. Ratings lacking seniority, V.G. conduct, or medically unfit, have been omitted.

## Advancements

Confirmation has been received that the following have been advanced to the Chief Petty Officer, Chief Artificer, or Chief Mechanician rate:

To CPO  
Davis, R. C. 660797; Jones, G. J. J. 858442; Hornbrook, T. G. 882949; Willis, K. V. G. 818457; Lott, D. J. 908651; McGhee, T. 904081; Scholfield, C. S. 843609; Fieldston, G. W. 820184; Sweet, D. J. 883162; Raine, A. 919822; Sanderson, J. J. 795847; Lumsden, C. d. 819552; O'Farrell, M. J. 894239; Lear, G. E. 568351; Bateman, R. G. 830509.

To MAA  
East, E. J. 839865 Ex-Coxswain; Garrett, J. 871208.

To CPO WTR  
Wright, C. 894077; Jones, R. 919310.

To CPOSA  
Bell, A. 887533; Bond, A. R. 893051;

Fisher, J. R. 868280.

To CPO CK (Ex S)  
Cox, L. N. 909555.

To CPO CK (Ex O)  
Rogers, P. 886235; Allam, F. S. W. 901138.

To CPO STD  
Bull, D. B. 909576.

To CPOCA  
Ryall, D. A. 829568.

To A/CERA  
Tucker, D. 935635; Gratton, B. m. 888588; Ashling, D. H. 943781; Gostling, P. H. 933655; Thomas, B. H. 943610;

Fisher, L. M. 956554; Spark, T. G. 956463.

To CHM(E)  
Ainsworth, N. 907137; Markland, A. 907385; Anstey, E. 837748; Raine, L. E. C. 852404; Reid, R. P. 892082; Shorter, L.

894361; Harkin, J. A. 834046; Gillam, D. B. J. 891258.

To A/CCEA  
Bosworth, P. H. 977781; Clarke, C. J. C. 067013; Waddington, T. 969888.

To A/COEA  
Fosh, E. H. 888771.

To CHOEL  
Croft, A. J. 933063; Whitehead, T. 915187; Challoner, J. B. 927549.

To CHREL  
Bollard, W. A. 949845.

To CRS  
Malcolmson, R. J. 921926; Sturgiss, M. 890254; Gadsen, P. G. 912183.

To CRS (W)  
Rapley, C. J. 979462.

To CCY  
McDermid, J. 889365.

To CPOMA  
Travis, P. W. 919599.

To CAF(AE)  
Allen, L. W. FX 882105; Thomas, J. C. FX 838309; Langhorn S. FX 887041; Boat-

man S. FX 880810; Sim J. P. FX 846312;

Dwyer T. P. H. FX 858544; Speed A. M. FX 882459.

To CA(AH)  
Smith, J. K. FX 902125; Doyle, C. J. FX 901784.

To CA(SE)  
Bridges, K. N. FX 917281.

To CHEL (Air)  
Gozney, J. R. FX 845961; Mills, B. L. FX 895717; Faulkner B. A. FX 908106;

Smith, A. W. C. FX 847637.

To CHREL(AIR)  
Smith D. F. FX 908321.

## LORD MAYOR ON BOARD

The Lord Mayor of Bradford, Ald. Edward Newby, was on board H.M.S. Aurora when she visited other warships off Portland on September 24. He had embarked at Chatham the previous day.

The Lord Mayor, who later flew ashore by helicopter to Lee-on-Solent, had been invited to visit the Aurora chiefly in connection with the visit to Bradford of the "Know Your Navy" presentation team.

This team is undertaking a

2,500-mile tour of the country visiting 40 cities and towns which do not normally see much of the Royal Navy.

The City of Bradford also has a strong tie with H.M.S. Aurora, as in the Second World War Bradford adopted the then cruiser Aurora.

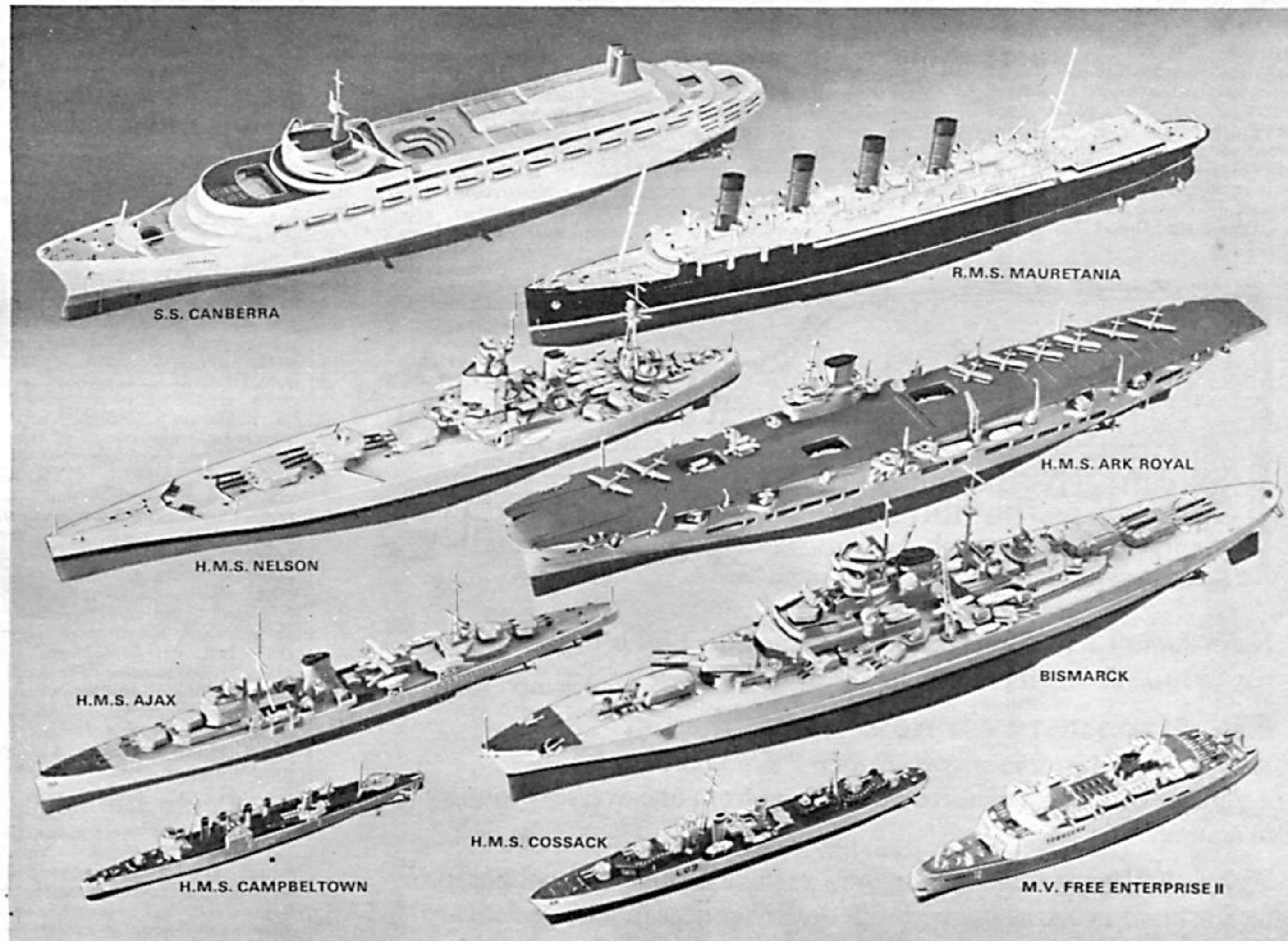
H.M.S. Ulster, navigation training ship, damaged the bows when she struck the caisson of a dock in Portsmouth Dockyard.

## Great ships of the 20<sup>th</sup> Century

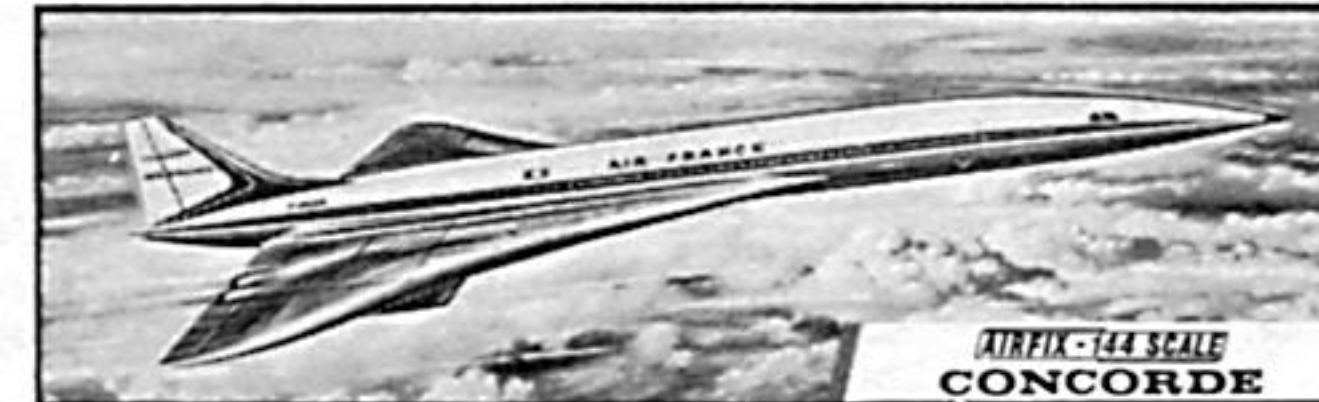
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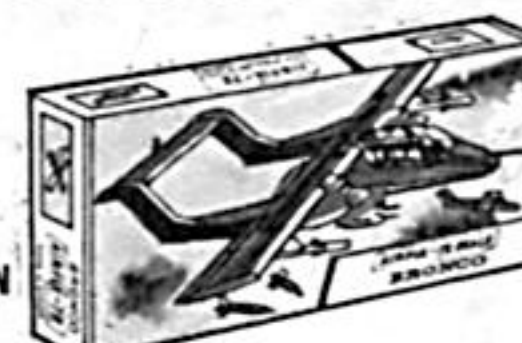
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It is quite inconceivable that this expensively rejuvenated highly mobile aerodrome (H.M.S. Ark Royal) could be phased out in 1971 after only 18 months of further service at sea.

— Jane's Fighting Ships 1969-70



## WARM RECEPTION FOR 'ICE' MEN

There was a warm reception for the Navy's men of Antarctica when they visited the Great Ormond Street Hospital for Children, armed with toys for the patients of Helena ward.

The pleasant "commission" was carried out by five sailors and a R.M. sergeant from the ice patrol ship H.M.S. Endurance — Sergt. A. Hammonds, Shpt.2 D. Burgess, MT2(N) A. Saunders, LS J. Davies, RO2 1. Graham and Wtr. D. Bailey.

The gifts were bought from the Welfare Fund of the Endurance, which has now left for her second commission in the Antarctic. For many years ships of the Royal Navy have maintained a link with the hospital, and Helena ward has been "adopted" by the Endurance.

Plans were made for some of the children to visit the ship on families' day — and the children promised to bring their nurses along with them.

In the picture, right, with a smiling trio from Helena ward is MT2(N) Alex Saunders.



## Dutch alliance for the R.N.?

"Going Dutch" has acquired the hint of a new meaning for the Royal Navy since the issue of the latest volume of Jane's Fighting Ships (Sampson Low, Marston and Company, Ltd., price £10 10s.).

Editor Raymond V. B. Blackman celebrated his 21st edition with a more-than-usually successful headline hither of a foreword, suggesting that when the aircraft carriers are phased out, Britain should consider a Dual Alliance with the Netherlands.

"When the Royal Navy has

lost its aircraft carriers," says Mr. Blackman, "the erstwhile Great Britain will be left with a small ship Navy."

"Will it be viable for overseas attenuation as well as home and Mediterranean waters? Will it have ships sufficient in danger areas wherever emergent or frustrated nations simmer up to the boil?"

"With new construction not

keeping pace with scrapping older ships, the Royal Navy must soon be smaller than in the last couple of centuries. How can this be redressed?"

"A merger with another navy with comparable interests could be the answer. A partnership between the navies of Britain and the Netherlands."

"Both countries are in the same boat. Each has lost an

empire. Each is a nation of sailors and explorers... Both have a residue of financial interests in the Far East and both believe in sea power to sustain them.

"But the Netherlands has sold its one aircraft carrier and Britain is to phase out its few remaining aircraft carriers. So both navies are reduced from great power status."

"How best to regain that standing? Amalgamation would cut the cost of deterrent operations, fill the gaps created by savage defence cuts, and keep both nations' trade routes open."

### 'Painful process'

Mr. Blackman suggests that the Royal Navy "is undergoing a very painful process, having to make do and mend on very meagre funds."

He is critical of the decision to phase out aircraft carriers which have still plenty of life in them, before there are new ships capable of operating VTOL aircraft, and warns that the replacement of fixed-wing carriers by VTOL carriers will probably take much longer than is generally realized.

He also has a somewhat acid comment about H.M.S. Blake.

"For the sacrifice of more than half her armament," he says, "she has gained the facility for operating up to four helicopters, which seems a modest return for the platform offered by a 566-foot cruiser and the expenditure of over £5,500,000."

### Compromise?

He points to the smaller Italian cruiser Vittorio Veneto which can carry nine helicopters, with hangar facilities under the flight deck, and suggests a fifty-fifty compromise of cruiser and helicopter.

Much publicity has been given recently to America's ageing fleet, and the Editor draws attention to the U.S. Navy's advantages and deficiencies, in a detailed comparison with the position of the Soviet Navy.

There is more information in this edition of Jane's than in any previous annual issue since it was founded in 1897, being the largest volume of reference on all the world's navies ever produced by the publishers in the 72 years of its history.

### Defender's gifts

When H.M.S. Defender paid off in October, the ship's company donated £370 towards the purchase of an inshore rescue boat for the Royal National Lifeboat Institution. The boat will be used at Filey, Yorks.

The remaining money in the Welfare Fund — nearly £100 — was distributed among six charities, each receiving about £16.

## Scunthorpe in Far East?

With some 50,000 miles "on the clock," H.M.S. Ajax has passed the half way mark of her fourth commission. Recently, with other units of the Far East Fleet, she visited Japan, and she has now returned to the United Kingdom.

First port of call in Japan was the Maritime Self-Defence Force base of Yokosuka and an important aspect of this visit was the demonstration in harbour and at sea of the small ships' manned helicopter concept.

After Yokosuka, the Ajax visited Muroran on the island of Hokaido, a friendly port enigmatically described by some as the Scunthorpe of Japan.

An eventful year for Ajax came to an end with a major fleet exercise and a sporting "jamboree."

The Ajax had relieved H.M.S. Glamorgan in January as Captain(D), Second Destroyer Squadron, Far East Fleet.

At Farquar, a tiny spot on the map in the Indian Ocean, the island community presented the ship with coconuts and a live piglet in return for medical supplies. The butcher couldn't face the task of despatching the animal so that man of many roles the bosun was called on to perform.

Later the Ajax joined up with the Far East Fleet and the Second Destroyer Squadron off the coast of Malaya.

Between exercises and a maintenance period in Singapore there were visits for Ajax to Western Australia, Bangkok and Hongkong, and, while operating from Singapore, there was a families' day.

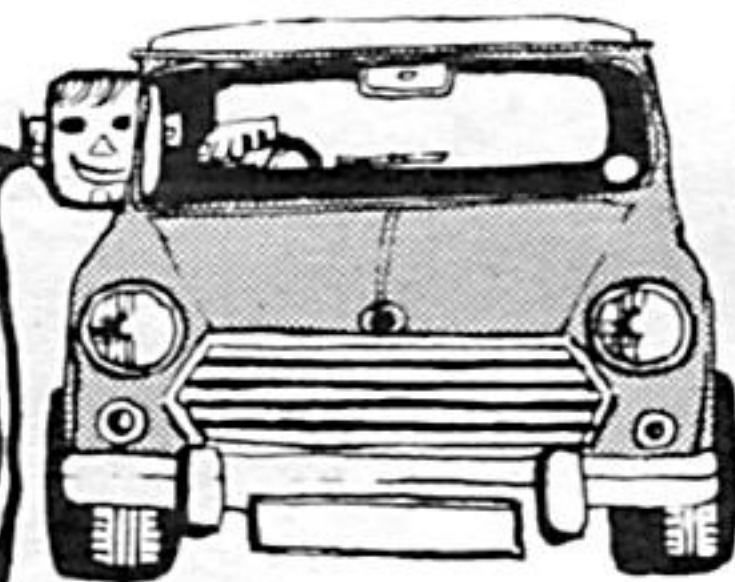
The C-in-C, Royal Thai Navy spent a day at sea in the Ajax — a day which culminated in the splendid dismissal of a Rushton target during a massed AA shoot by the Ajax, Vampire, Stuart and Decoy.

Capt. David Hepworth left the ship at the half way mark in her commission to take up his appointment as Director, Royal Naval Tactical School. He was relieved as Captain(D), Second Destroyer Squadron, Far East Fleet, by Capt. H. R. Keate, formerly British Naval Attache in Paris.

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## Stirring times

Presenting . . . the winners of the Great Christmas Pudding Stakes — H.M.S. Hermes. Each year Navy News receives plenty of pictures of ships' puddings in the making. This time the Hermes won the race to get their picture in first with the stirring scene below.



As every cook knows, the best puddings need not only the right mix but those little "extras" which turn a good recipe into an outstanding one. In the Navy a measure of Nelson's Blood often does the trick.

But equally vital is the stirring. This year the visit of the Commander-in-Chief Western Fleet, Admiral Sir John Bush, to H.M.S. Hermes was by happy coincidence just at the right moment when the pudding needed the magical stir which only a commander-in-chief can provide.

The admiral joined the youngest man on board, JS

Arthur Nesblitt, in agitating the 500lb. mixture. In the picture (top left) he adds one of the necessary "extras" as JS Nesblitt stirs, with the professional help of PO Ck. Ian Drummond.

# 'SHAKE DOWN' FOR HERMES

The 27,800-ton aircraft carrier H.M.S. Hermes has been working up in Scottish waters with her air group of Buccaneers, Sea Vixens, Gannets and Wessex helicopters.

The Hermes had returned to her home port of Portsmouth in April this year after a tour of the Far East and a short period of essential maintenance followed.

At the end of August a families' day was held on board, and then on three days over Bank Holiday the

ship was open to Portsmouth Navy Days visitors.

The Hermes sailed for sea trials and a "shake down" period early in September and the SAR Flight commanded by Lieut. D. Martin, embarked.

The ship again visited Portsmouth and on September 17 814 Squadron, commanded by Lieut.-Cdr. M. Harvey, embarked and she sailed for six weeks' work up in the Channel and Moray Firth.

Below is an impressive view of the Hermes on full-power trials.



## Helicopters 'drop in' on carrier



SAR Flight embark in H.M.S. Hermes.

H.M.S. Hermes visited Rosyth for a four-day Meet the Navy visit from October 10-13.

When she sailed up the Forth and approached Rosyth Dockyard she was the largest ship ever to sail under the famous bridges.

## BRIDGE 'HISTORY'

The official programme started when the commanding officer, Capt. P. M. Austin, called on the Admiral Superintendent, Rosyth Dockyard, Rear-Admiral W. T. C. Ridley,

and the Flag Officer Scotland and Northern Ireland, Vice-Admiral Sir Ian McGeoch.

From then a comprehensive programme got under way involving hundreds of young

people from schools and youth organizations throughout the area who were given guided tours of the carrier.

A full programme of sporting activities for the ship's company was also arranged, as well as a social visit to H.M.S. Claverhouse, the Edinburgh R.N.R. unit.

## THEY GOT THE BIRD . . .

When H.M.S. Hermes visited Rosyth recently, the opportunity was taken to chat up a big flashy bird in the woods — not entirely successfully, sad to relate.

A party from the Hermes called at Edinburgh zoo to pay their respects to the eagle Hermes, which was adopted as ship's mascot in 1966. They toured the zoo and enjoyed lunch there, but when it came to extending the spirit of goodwill to the mascot the response was discouraging.

E.M. McCormack offered Hermes a tot of rum, aided and abetted by Inst.-Cdr. G. Fosberry and Lieut. D. Templeton.

But Hermes was having none of it, sat on a bough and disdained the chance of "slippers."

Funny things, birds.

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N.3



## PAGE FOR THE FAMILIES

# Rowner gets 'full treatment'

The married quarters estate at Rowner, Gosport, now has the biggest supermarket ever built for Royal Navy families, and a new community centre.

The new NAAFI store was opened on October 16 by Vice Admiral Sir Richard Janvrin, Flag Officer Naval Air Command and Chairman of the Naval Canteen Committee.

On Friday, October 24, the community centre was declared open by Lady Frewen, wife of the Commander-in-Chief Naval Home Command.

The community centre and supermarket provide the focal point of a neighbourhood centre — a huge traffic-free patio ringed by a dozen free-enterprise shops with living accommodation above.

Completion of the neighbourhood centre marks an important part of the phase II development at Rowner, where there are already about 2,300 naval families. Another 700 will be accommodated in the final phase, starting at the end of the year.

Both the NAAFI and community centre form a highly-modern architectural concept.

In particular, the community centre is "all windows and no

walls" and it would be surprising if no eyebrows were raised as to its vulnerability among the lively youthful residents on the estate.

This reason, and the expected demand on community centre accommodation, has led to discussions on the possible retention of the existing temporary hall for use as a junior activities centre.

Whatever doubts might be raised on the wisdom of the whole Rowner project, and the general appearance of a concrete budget-built town for 12,000 people, the whole place is now well geared and generously provided for as a community.

The community centre can be divided for dual use at the same time and a wide range of activities will move over from the existing building.

Besides the opportunity for an array of recreational pursuits and social life, Rowner has a community officer, estate wardens, two NAAFI stores, one (possibly two) community centres, the Royal Sailors Rests community centre, welfare workers, and the full co-operation and interest of the naval establishments around the area.

In addition to the Service efforts to provide modern accommodation and a life as interesting as the families care to make it, there are also close contacts with the civilian authorities and amenities.



Vice-Admiral Janvrin cuts the tape while the wives wait for opening-day supermarket bargains.

## AN IDEA FOR OVERSEAS

Provision of short-term accommodation for families arriving in foreign parts is urged by a naval wife writing from Rosyth.

"I read with interest the new proposals, printed in Navy News, regarding improvements in indulgence flight bookings," she writes.

"Having spent two years in

Singapore I have seen the difficulties encountered by 'indulgence wives,' some with small children, having accomplished the long flight, sometimes to find that their husband's ship had not arrived."

Family Welfare officers with whom Navy News discussed the letter pointed out that in the event of a ship being delayed, or some other difficulty arising, a

signal to the Family Welfare would ensure that a wife would be met and advised about accommodation.

The reader's letter has another idea to put forward.

"While on the subject of family accommodation," she explains, "I have found to my cost that there is no naval hotel, similar to the Nuffield Club at Portsmouth, for families of naval officers in Plymouth."

"Why couldn't the NAAFI be used for this purpose?"

## Holidays solution?



Children whose fathers are serving with the Royal Navy overseas are now among categories welcomed at SSAFA's short-stay family-type residence — Springbok House, Great Baddow, near Chelmsford (Essex). There are never more than 12 children at a time.

Bookings and inquiries: Case Secretary, SSAFA Head Office, 27, Queen Anne's Gate, London, S.W.1.

The children above are at Springbok House while their mother is having another baby. The father is overseas.

## TRIPLE ALLIANCE



Three Portsmouth area branches of the Royal Naval Wives' Association have now joined. The Victory branch annual meeting on October 13 also marked the formal incorporation of the Vernon and Whale Island branches.

Mrs. Baxter (Vernon) and Mrs. Villar (Excellent) will be on the committee of this "triple alliance."

All three branches have been in existence many years, and the present membership includes links with 50 years ago in the days of the "Friendly Wives."

Cutting the celebration cake in the picture are Mrs. Edge-Partington (Vernon), Mrs. Ellis, wife of the Commodore of the Royal Naval Barracks, Portsmouth (Victory), and Mrs. Villar (Excellent).

## Chatham's new M.Q. estate

Sir Michael Cary, Permanent Secretary to the Ministry of Public Building and Works, on October 23 officially opened the St Mary's naval married quarters estate at Chatham.

The estate, consisting of 154 quarters, is on the site behind H.M.S. Pembroke, formerly St Mary's Barracks, and demolished in 1966.

## Looking for a place?

Service families, particularly those with children, who find themselves in temporary difficulty over accommodation in the Portsmouth area, are often unaware of the existence of the Dame Elisabeth Kelly Trust, the sole aim of which is to provide a furnished place for such families until they can find a more permanent home.

The Trust now owns nine small terrace houses in Portsmouth and Gosport.

Unexpected eviction, return from abroad, long wait for married quarters or hirings, or the need for a temporary home to be near a husband in hospital — these are the kind of circumstances in which the Trust may be able to assist.

Information and application forms are available from "The Secretary to the Dame Elisabeth Kelly Trust, c/o Office of the Commodore, R.N. Barracks, Portsmouth," or through command or unit welfare officers.

## No messages

There will be no Christmas messages going out this year from H.M.S. Collingwood to ships and establishments overseas. Because of a considerable fall in support for the scheme among officers and ratings, it has been discontinued.

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# Navy lift two huge cannons from sea

Two ten-ton cannon dredged from the sea bed off the Needles, Isle of Wight, have been pronounced as very rare by experts.

The cannon were recovered by the diving trials ship H.M.S. Reclaim and are being presented to Portsmouth for Southsea Castle.

The guns are nine inch bore rifled barrel muzzle loaders and, introduced in 1866, they come from the "big gun" era. The cannon were used in the Palmerston defences of the Solent and guarded the western approach to

Spithead. Guns of this type were probably used on the Spithead forts.

Lifting the cannon from the seabed proved no easy task. First job was to locate them and divers spent nearly an hour searching the seabed before they discovered that the huge "rock" on which they were standing was part of one cannon.

They had been looking for cannon weighing about a ton,

but these were much bigger. On the first attempt to lift one, a five-mile nylon line parted.

The Reclaim tried again later, this time using the four-and-a-half inch steel hawsers of her main lifting gear. It was a race against time. The ship was operating in shallow water and the tide was going out.

With bow anchors holding her fast, the Reclaim started winching and finally, with maximum pressure from the steam winch, one cannon was lifted.

It was bigger than anyone expected — four feet at the breach and 15 feet long.

In all four were discovered — they had probably been dumped in the sea when they became obsolete. The Reclaim salvaged two and is returning for the other two.

## Charybdis tribute

In October, 1943, the light cruiser H.M.S. Charybdis was sunk off the coast of France in a night action with German E-boats. Many lives were lost and 14 bodies were washed up on the coast of Guernsey.

Respecting the feelings of the islanders, the Germans conducted the burial with full military honours, and since then Guernsey has remembered the Charybdis every October.

Arrangements for the Charybdis week-end are handled by the Guernsey Association of the Royal Navy and Royal Marines.

Over the week-end of October 10-12 the new Leander-class frigate H.M.S. Charybdis, commanded by Capt. D. W. Foster, visited St Peter Port.

Chief event was a parade and service of remembrance at Foulon cemetery, attended by the Lieutenant-Governor.

## Navy Phantoms on U.S. carrier

Four Phantoms FG Mark 1 of 892 Squadron, R.N. air station, Yeovilton, operated from the 6th Fleet aircraft carrier U.S.S. Saratoga for a six-day period of exercises in the Mediterranean in October.

This was the first time the British version of the Phantom had been embarked for operations at sea and followed successful landing and take-off trials earlier this year on board H.M.S. Eagle.

The first Phantom was piloted by the Squadron commanding officer, Lieut.-Cdr. Brian Davies.

## Visit to Naiad

High-ranking officers from three foreign navies visited H.M.S. Naiad at Portsmouth to see a demonstration of the Plessey-radiac system.

The equipment measures radiation occurring from fall-out from nuclear weapons, and enables counter-measures to be taken.

The visitors were from Venezuela, Sweden and South Africa.

## NEW NORTHWOOD COMMAND BLOCK

Marshal of the R.A.F. Sir Charles Elworthy, Chief of the Defence Staff, opened the new command block of R.A.F. Coastal Command and the Royal Navy's Western Fleet at Northwood, Middlesex, on September 24.

He was met by Admiral Sir John Bush, Commander-in-Chief Western Fleet, and Air Marshal Sir John Lapsley, Air Officer Commanding-in-Chief Coastal

Command, and inspected a guard of honour. The new building, which is next to the main entrance to the base, houses the staffs of the two commands and largely replaces huddled accommodation erected during the last war.

The building marks a further stage in the development of Northwood as the most up-to-date and important maritime headquarters in Western Europe, for, in addition to these two national commands, the base

includes in separate accommodation the headquarters of the NATO Channel and Eastern Atlantic area commands.

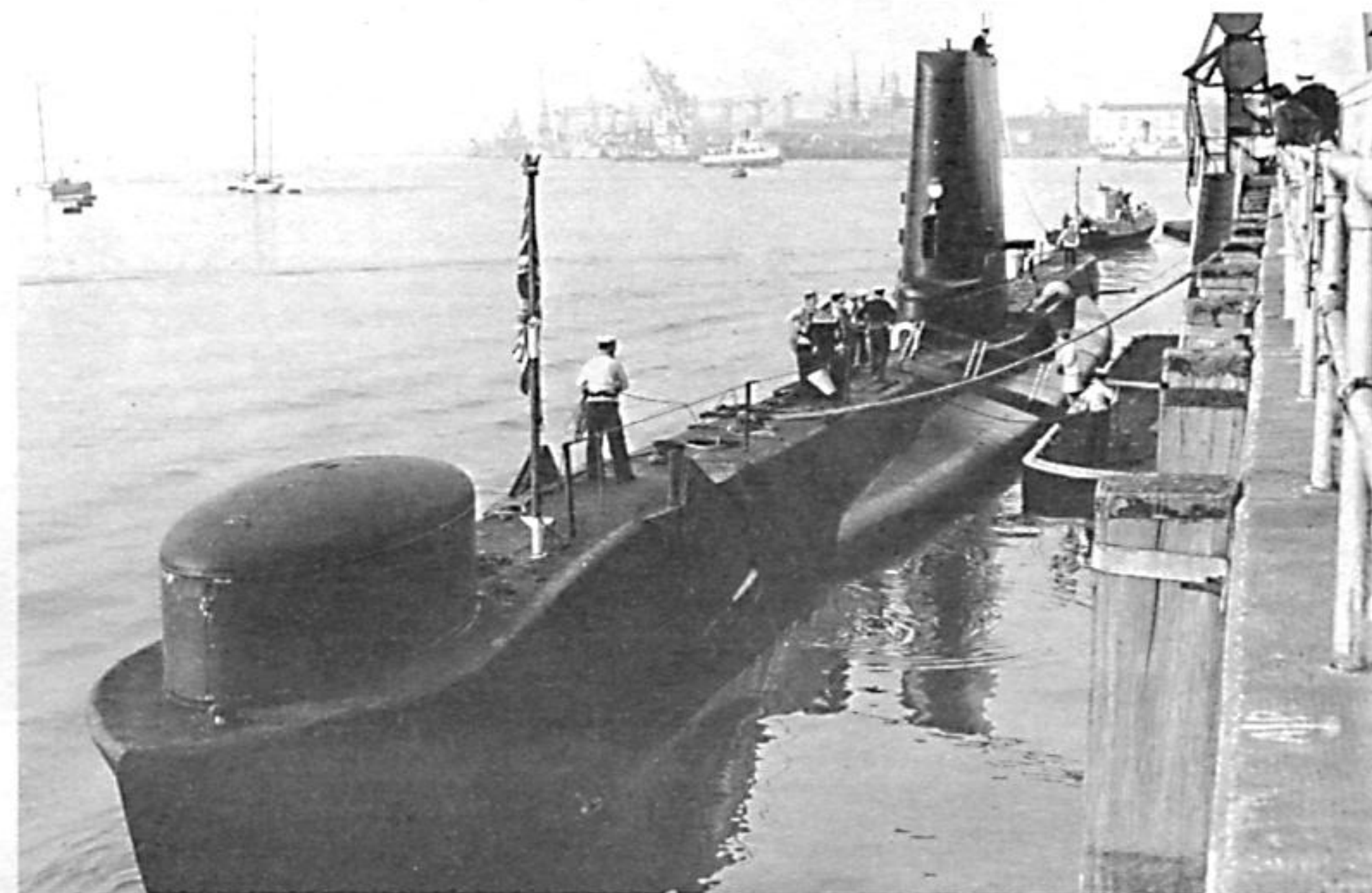
The block provides 73,500 square feet of offices on four floors and there is a conference room and several smaller lecture rooms.

Coastal Command has had its headquarters at Northwood since 1939. It was joined by the naval NATO staffs of the Eastern Atlantic command in 1953,

## OLD 'UN ENTERTAINS



## ... ANOTHER SAYS FAREWELL



When the oldest submarine in the Royal Navy, H.M.S. Astute, held an open day at sea for families and friends, guests — seen embarking in the top picture — were entertained to lunch 65 feet down in the English Channel.

The Astute, commanded by Lieut.-Cdr. Maurice White, took a party of 18 families and guests to sea.

The Astute was accepted into the Royal Navy in June, 1945, and is at present based at Plymouth with the 2nd Submarine Division.

H.M.S. Alcide (picture above), a patrol submarine of the 1st Submarine Squadron and commanded by Lieut.-Cdr. J. N. Stevenson, flew her paying off pennant when she returned from taking part in celebrations at Antwerp to mark the 25th anniversary of the liberation of Belgium.

The Alcide, the third ship of the Royal Navy to bear the name, was paying off for disposal.

## Support your own charity

—URGES ADMIRAL

A reminder that charity begins at home was given by the Commander-in-Chief, Naval Home Command (Admiral Sir John Frewen) in a speech in which he urged ratings to give priority to "your own charity — the R.N.B.T."

Admiral Frewen was speaking as presiding officer at the 47th annual meeting of Portsmouth Local Committee of the Royal Naval Benevolent Trust.

He told the meeting, "Do get it over to your mess mates that this charity is for the men of the Fleet and the money provided by the men of the Fleet. It's your charity."

"In my experience Welfare Committees, who quite often find that they have quite a bit of money in the kitty are very liable to vote that money for some extraordinary sentimental reason to some extremely sentimental charity, whereas charity starts at home."

"I recommend to you that it would be much wiser for all your sakes if, perhaps, they

direct that money to go to your own charity — the R.N.B.T. — which is for people."

## TRIBUTE

Admiral Frewen said there was a tremendous amount of ignorance and misunderstanding about the R.N.B.T. "I don't know what people think it is, but the word charity worries them."

He said the R.N.B.T. could be used by any man in the Navy or Marines from the first day he joined until the day that his last dependant died, and it was used to relieve — in an old fashioned, rather Victorian term — distress.

Admiral Frewen outlined the sources of the Trust's income and paid tribute to the work of committee members.

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## A CHAT WITH THE PRINCESS



## Danae tames a pony

Presence of mind, determination and courage were in evidence when H.M.S. Danae's Wasp helicopter ditched in a rough Atlantic Ocean on September 6.

Pony 464 was flying at 75 knots 150 feet above the sea. She had just lifted an underslung load from another escort and, by good fortune, was heading into a fresh nor-westerly wind when the engine stopped.

Lieut. Paul Barton and his crew, NA Alf Nimmo, had between two and three seconds in which to prepare to ditch, and it reflects credit on their presence of mind and airmanship that the aircraft suffered little damage and that the correct procedure was followed exactly and successfully.

### MAYDAY CALL

The Mayday call and visual reports of the crash were received simultaneously in the Danae.

The ship turned hard towards the scene but, although they were less than two miles away, neither crew nor aircraft could at first be seen.

Shortly, a miniflare pinpointed the spot and it was soon con-

firmed that the aircrew were safe and that the flotation bags were supporting the Wasp.

Lieut. Barton and NA Nimmo were quickly recovered, complete with dinghy, with the assistance of the swimmer of the watch, AB Dennis Law.

Then came the awkward problem of recovering the helicopter, an operation which lasted over two hours.

The aircraft was hoisted until the wheels were level with the upper deck and secured well enough to withstand a rough 180-mile passage back to harbour through a gale and heavy seas.

### COURAGE AND SKILL

Courage and skill were shown by the four swimmers, who took charge of — and eventually tamed — that most recalcitrant of animals, a waterlogged Pony.

AB Law was again involved, as were AB Ray Cotterill and OS Andy Brumhead and Ben Gunn.

At one stage Cotterill's line fouled a projection on the air-

craft, but Gunn jumped in, cut one part of the line and gave Cotterill his knife to cut the other.

The result was that with a certain amount of luck and the determination and skill of the aircrew and swimmers, the cause of engine failure was known within 24 hours.

### MEET THE TWINS

Holding his 41-month-old twins Audra (left) and Glenn for the first time is LS R. Rutherford, of Fife, Scotland.

When his ship, H.M.S. Danae, arrived back at Devonport after spending 12 months East of Suez he was met by his wife Sheila, who introduced the twins to the proud father.



## Navy men fight big blaze

Smart action by naval personnel followed a severe fire which broke out at Bahrain Ship Repair and Engineering Company in — or possibly under — the tug Kermeck XVII, which was on the slip.

The officer of the day, H.M.S. Jufair, Chief R.E. Ronald Lowe, who had arrived only a few days earlier, heard an explosion and saw clouds of black smoke, and he ran to naval headquarters.

The Quartermaster had been alerted by the Quartermaster, H.M.S. Nubian, and was already calling the Fire and Emergency party.

They and the Jufair Fire Brigade were quickly on the scene, and a party from U.S.S. Valcour worked keeping burning oil on the surface from spreading to their ship.

### "VERY HOT"

The Royal Navy party immediately connected their foam — the first to arrive on the scene — to the Bahrain Fire Brigade's branch pipes, and Navy personnel assisted in directing foam on to the flames.

"There was a vast amount of dense smoke and huge flames when we arrived," said Chief Lowe. "And it was very hot. We got the flames blanked out in about ten minutes and then just set about cooling off the ship."

In fact, the party worked for some 90 very hot minutes before handing over again to the local brigade and the U.S.N. fire party.

Chief Lowe and his party were officially congratulated by the captain of H.M.S. Jufair (Cdr. A. S. Tippet) the following morning.

## Explosions help the fishermen

On her way home to Devonport after service in the Far East, H.M.S. Cleopatra was involved at Mauritius in "des explosions."

The demolition team from the ship, assisted by the sub-aqua club at Mauritius, enlarged the entrance to the lagoon at Flic en Flac, a fishing village, allowing the fishermen to use the entrance at all states of the tide and in all seas.

Previously, the fishermen were denied their livelihood during low water and at rough seas because of the narrowness of the channel through the reef.

On arrival at the lagoon the demolition team found a small crowd patiently waiting for "des explosions." A heavy sea and strong current made the job difficult and proceedings were complicated by the lack of English of the fishermen, who were keen to help.

The Cleopatra's demolition team were led by Lieut. Colin May, who fired the charges, assisted by CPO Chadband.

While at Mauritius the ship's company of the Cleopatra, commanded by Cdr. R. A. Stephens, were involved in considerable social and sporting activity.

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# Navy News

EDITOR:  
W. WILKINSON  
Royal Naval Barracks, Portsmouth  
Tel.: Portsmouth 22351 (Ext. 72194)

## Getting the right note

Because of their position, admirals make lots of speeches, and the note they sound, ranging from high hopes down through dismay to utter despair, depends upon whether they are still serving, and also upon the branch they represent. Despite the apparent conflict of view, they could all — at least to some extent — be right, but the Service and young men who might like to join must carefully weigh the circumstances and intentions of these pronouncements.

The main divergence is political, and this is a field barred to any Service leader. Once "on the beach," however, he is free to express opinion on the state of the nation's preparedness for defence, and in the prevailing economic climate the general cry is "woe, woe," especially in relation to the future of the Royal Navy.

### Perils ahead

If our maritime strength is being weakened to a dangerously low level, it is the duty of any man who believes he has specialized knowledge to warn of perils ahead, but what of the effect on serving officers and men, and on likely recruits?

The size and shape of the future fleet, carefully worked out in the transition from a world to a European strategy, forms a stringently low requirement to meet well-defined commitments.

Within the framework now being set up, the Dartmouth cadet, junior entrant, or would-be SD officer is being told that he can look forward to a rewarding job and a sense of purpose, not in the biggest navy in the world, but one which is highly professional, and very well equipped with skill and technical advances.

### Career prospects

The Services have been and always will be subject to political implications. Today, from the purely career point of view, the pay, conditions, and prospects both in uniform and later justify a thoughtful ear towards the more cheerful noises.

Mighty warnings aimed at changes in political direction might achieve their purpose and make things brighter, but that does not in the meantime deny to the ordinary fellow a good and stimulating life.

If in present circumstances there is an element of "crying for the moon," we might do worse than derive some satisfaction from a modest place in the sun.



"Well, perhaps when we've all finished celebrating going to swinging Plymouth you'd like to explain this psychedelic Cornish pasty to the swinging admiral."

# Navy in Tokyo 'show'

Nelson's Column catches the eye and the air is filled with the sounds of London — Big Ben, the roaring traffic, the chimes of 100 churches and the stirring sound of military music.

The scene? Tokyo during the recent British Week held there.

Military bands, a hovercraft and sports team were embarked in the assault ship H.M.S. Fearless for the special week, and R.F.A. Stromness was turned into a floating exhibition.

The bands provided a rich backdrop of colour and music to the displays of British skills and goods, while the miniature Nelson's Column and sounds of London were features of the central exhibition hall.

The Commodore Amphibious Forces, Commodore T. W. Stocker, was in charge of the British Services' contingent and was embarked in H.M.S. Fearless. Also in the ship were the Royal Marines bands of the Commander, Far East Fleet and of the Singapore-based 3 Commando Brigade, Royal Marines.

### Sporting events

The Army's musical contribution was the Band of the Hongkong-based Duke of Wellington's Regiment, and the pipes and drums of the 1st Battalion, the Queen's Own Highlanders, from the Persian Gulf.

Taking part also was the Band



of the Far East Air Force, performing, like the other bands, at film premieres, balls, fashion shows, receptions and in public parks and department stores.

Sporting events played a big part in the "week." The Duke of Wellington's Regiment sent a rugby team, there were Royal Marines' judo and basketball teams, and the Fearless and her embarked force provided teams to play everything from hockey to badminton.

The R.F.A. Stromness acted as a floating exhibition centre carrying exhibits ranging from navigational equipment to refrigerators, displayed by nearly 40 British manufacturers.

Both the Fearless and Stromness, which were at Tokyo from September 22-October 6, held open days, official receptions and demonstrations.

Marine Alan Price made sure his salute was exactly as laid down in the drill manual when he greeted a fellow Londoner at the premiere of the film "Battle of Britain" during British Week in Tokyo.

The "other Londoner" was, of course, Princess Margaret, adding extra brilliance to a gala occasion.

During his first visit to Japan, Marine Price, from H.M.S. Fearless, saw as much of Tokyo and the surrounding countryside as his off-duty time permitted.



## Type 21 has good set of 'teeth'

The Navy's Type 21 frigate (the prototype is in course of construction at Vosper Thornycroft's yard at Southampton) will pack such a punch and have such speed and endurance that it should be more than a match for any ship of similar size in any navy.

The staff requirement was for a ship of some 2,500 tons capable of contributing effectively to the defence of a convoy against attack by surface ships or submarines, and fully able to defend itself against aircraft missiles or fast patrol craft.

The requirement appears to have been well met, for the armament consists of one 4.5 inch automatic gun and mounting, a quadruple Seacat launcher, a helicopter armed with air-to-surface guided missile and torpedoes, two 20mm. Oerlikon guns, and two sets of triple torpedo tubes.

### SEAWOLF MISSILES

Later ships of the class will carry the new Seawolf missile system with its associated radar and trackers. The most advanced and most reliable anti-missile weapon to date, the Seawolf will also be the replacement for the Seacat in the Tribal and County class ships in due course.

With long range air-warning radar, navigational radar, computerized action information and weapon control, sonars of the latest British design, and communications equipment (ship-to-shore, ship-to-ship, ship-to-air radio systems, with teletypewriter and teletype facilities) the Type 21 frigate will be a mass of electronic wizardry.

Yet the new ship will require only about 170 to run her. The Leander class frigates (2,450 tons standard displacement) have a complement exceeding 250.

Main and auxiliary machinery units can be removed and replaced, complete or in sub-assemblies.

### OLYMPUS ENGINES

The main engines (two Rolls-Royce Olympus) give the ship a top speed of about 34 knots, while the Rolls-Royce Tyne engines for cruising enable the ship to cruise at 18 knots for 4,500 miles.

Fully air-conditioned, and provided with heating for the coldest conditions, the accommodation is claimed to be of a higher standard than in any previous surface warship.

The first ship of the class is due to be completed in the summer of 1972 at a cost which has been quoted as over £8 million.

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# COURSE WENT WITH A REAL CLICK

Just to show how it should be done? A charming line-up photographed by a mere male — Chief Phot. R. A. Pugh.

## Wren photos stirred the Highlands

The sergeant raised a quizzical eyebrow in Elgin police station when two Wrens calmly announced that they wanted to see the view from the cells.

"Aesthetically," said 21-year-old brunette, Leading Wren Lesley Harrold, "it's just what we need."

"And," added Leading Wren Laraine Langley, "it's evocative, poignant, and has the touch of drama we are looking for."

Meanwhile, the peaceful Highland scene around Elgin was being gently rocked on its foundations by other Wrens asking pig farmers, for example, if they could get among their pigs.

The Wrens — seven of them — had been sent out into the highways and byways from R.N.A.S. Lossiemouth as part

of a photographic training programme.

They were the first Wrens for a quarter-of-a-century to undergo a photographic course at the Royal Naval School of Photography, Lossiemouth, and were determined to be as good as their male counterparts.

By Jim Gray

Explained Chief Instructor, 16-stone Chief Airman Photographer, Bill Smith: "I sent the girls out on a press exercise, and they didn't pull any punches."

"They have proved excellent students, and we are really proud of them."

Commented Senior Instructor Lieut. Alec Law: "They worked very hard throughout the ten-week course, and all came through with flying colours."

Typical comments from the Wrens: Says Wren Elaine "Clancy" Broughton, aged 19: "It was thoroughly enjoyable."

### YUM-YUM!

Wren Sandra Thompson (18) gets a "thank you" kiss from Russ Conway for a Collingwood crest. He opened the establishment's fair which raised £1,000 for the King George's Fund for Sailors.



Wren Susan Jackson, aged 21: "I wouldn't have missed it." "Superb," said Wren Hilary Cramphorn, aged 19.

One slightly sad note was that 20-year-old Wren Denise Travis, the seventh Wren, had to go to hospital for an appendicitis operation. She recuperated in Lossiemouth's sick bay, however, and was able to complete the course later.

The Officer-in-Charge of the Photographic School, Lieut.-Cdr. Graham Hoddinott, said "The requirement for Wrens came about," he explained, "because there will be a shortage of photographic ratings over the next three years. The opportunity therefore arose to employ suitably cross-trained Wrens as photographic assistants to meet this shortfall as an interim measure."

### She made it



Denise Travis

Left to right: Elaine "Clancy" Broughton (19), Sheffield; Susan Jackson (21), Harrogate; Roberta "Bobby" Howkins (20), Market Harborough; Laraine "Larry" Langley (21), Spalding; Lesley Harrold (21), Scarborough; and Hilary Cramphorn (19), Rugby.

## DOWN ON THE (CROC) FARM



Nine pretty Wrens from Singapore Naval Base, visiting a local crocodile farm. The "crops," captured in neighbouring Indonesia, are fattened up at the farm until they are big enough to be

turned into handbags and shoes.

The girls are (left to right): Susan Alexander, Bootle; Annette Gaubert, Crowborough; Morna Johnston, West Lothian; Lesley Roddham, Whitby Bay; Janet

Gritton, Birmingham; Sarah Woodhouse, Salisbury; Jean Robertson, Wirral; Olwen Bright, Ashford, and Celia Barnard, Ruimsip.

(Picture: P.O. G. E. Ash)

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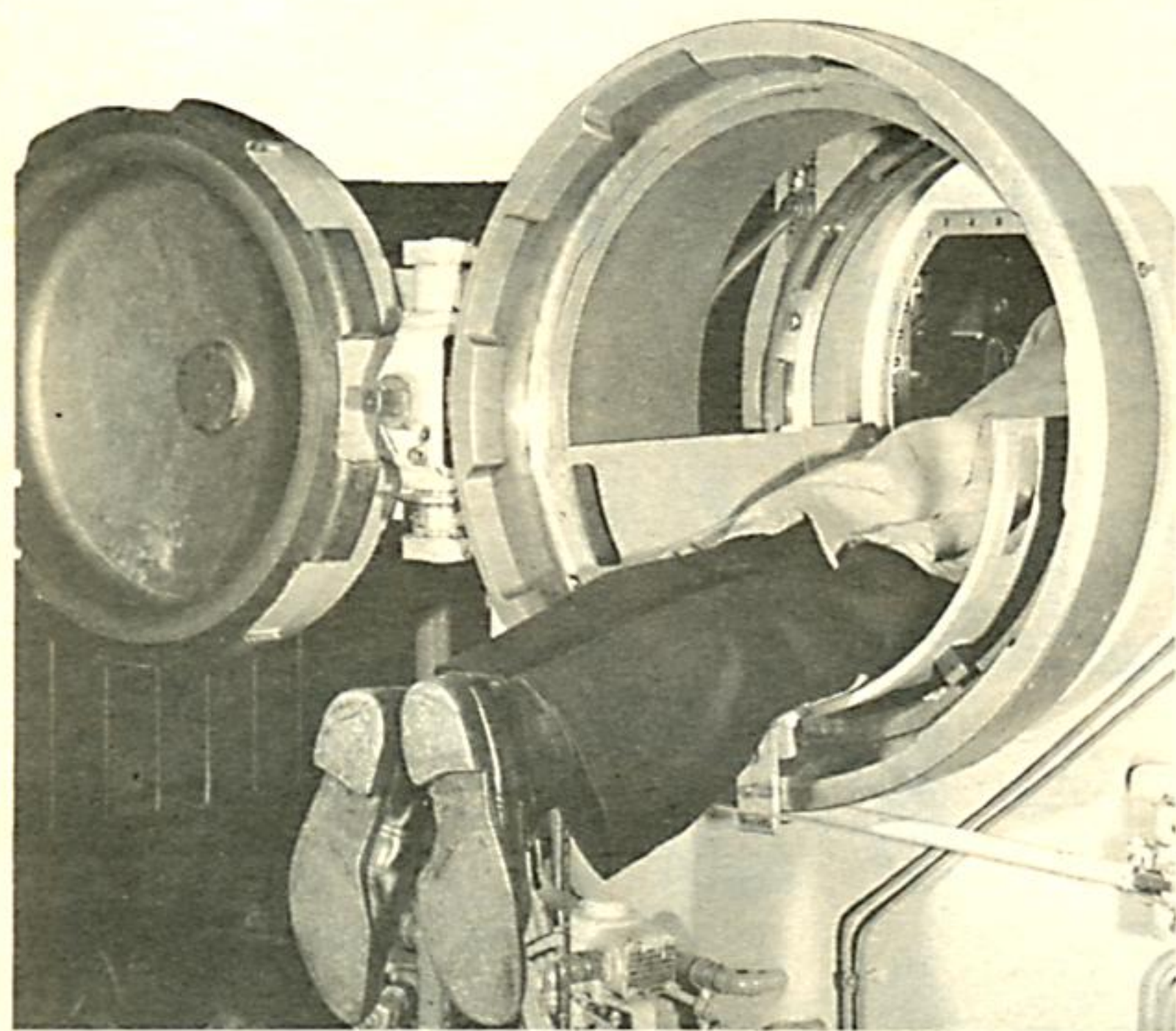
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# Faslane—it's Rolls Royce



Lost in his work—Realistic firing tube mock-up in the Polaris School.

## IF YOU USE THE GEARS

Millions of pounds have been spent on the Clyde Submarine Base, to create for work, accommodation, and leisure the kind of facilities which rank as "Rolls Royce" among naval establishments.

Three-and-a-half thousand uniformed personnel are stationed at the base, over half of them serving in submarines, and alongside them are 2,500 Ministry of Defence (Navy) civilians.

All sorts of figures could be produced, but what they all boil down to is that H.M.S. Neptune has a big job — the ace task which contributes to the Royal Navy's status as the Senior Service.

There is an inescapable atmosphere about the Base — a sense of urgency and responsibility which is directed towards the submarines lying alongside the jetty. One of these, H.M.S. Resolution, was preparing for patrol and on board was carried her 16 polaris missiles.

This awesome weapon which all mankind has to learn to live with — the fear of destruction and the fervent hope of lasting peace — may be one of the reasons why a move to Faslane arouses among officers and men a depth of feeling not associated with anywhere else.

But what one actually hears among those going to Faslane for the first time is a gloomy foreboding concerning the remoteness — not foreign yet a route march at great expense to keep contact with familiar places and people.

And of course, the weather.

It may surprise the new arrival that the Faslane base really is right among the hills and heather.

If the city lights and chromium amenities are the only meaningful things in life, then Faslane may well be back o' beyond, but to see the sun break through the clouds, lighting the hills and glittering the waters of the loch, is to have an understanding of the warmth and affection which Scots have for their homeland.

Although Southerners often dislike the idea of going to Faslane, a great many are somewhat astonished to find that they quite enjoy themselves, and a few even get to the stage of welcoming a return.

Possibly the great problem of Faslane is that it tends to magnify the well recognized disad-



vantages of Service life, and only those on the spot have the experience to "balance this up."

If you happen to be buying a house at Fareham, getting a move anywhere other than Pompey can be a bit of a bind, away from friends, relatives, and schools. Faslane undoubtedly involves distances which add to the "turbulence."

This is something from which there is no escape and no solution. What the Navy has done is to try to offset the difficulties with the very best aids to a pleasant and stimulating social and recreational existence.

Young ratings have the Trident Club (they can spend over £600 in a month for groups), the Churchill married quarters estate has the Drumfark Club with plenty of activities (and no resident breathalyser worries), and the Sportsdrome is pretty fabulous — second to none in the whole Navy.

Besides a heated swimming pool and cinema, there are opportunities for indoor soccer, and facilities for just about everything in the sporting line.

Even the affluent sport of skiing is well within reach of most Faslane pockets.

All around is lovely countryside — regarded as the finest scenic beauty in Western Europe.

Going to Faslane has some parallels with going to Singapore. In the heat of the East you can retire behind air conditioning and moan about cockroaches, or get out and have fun.

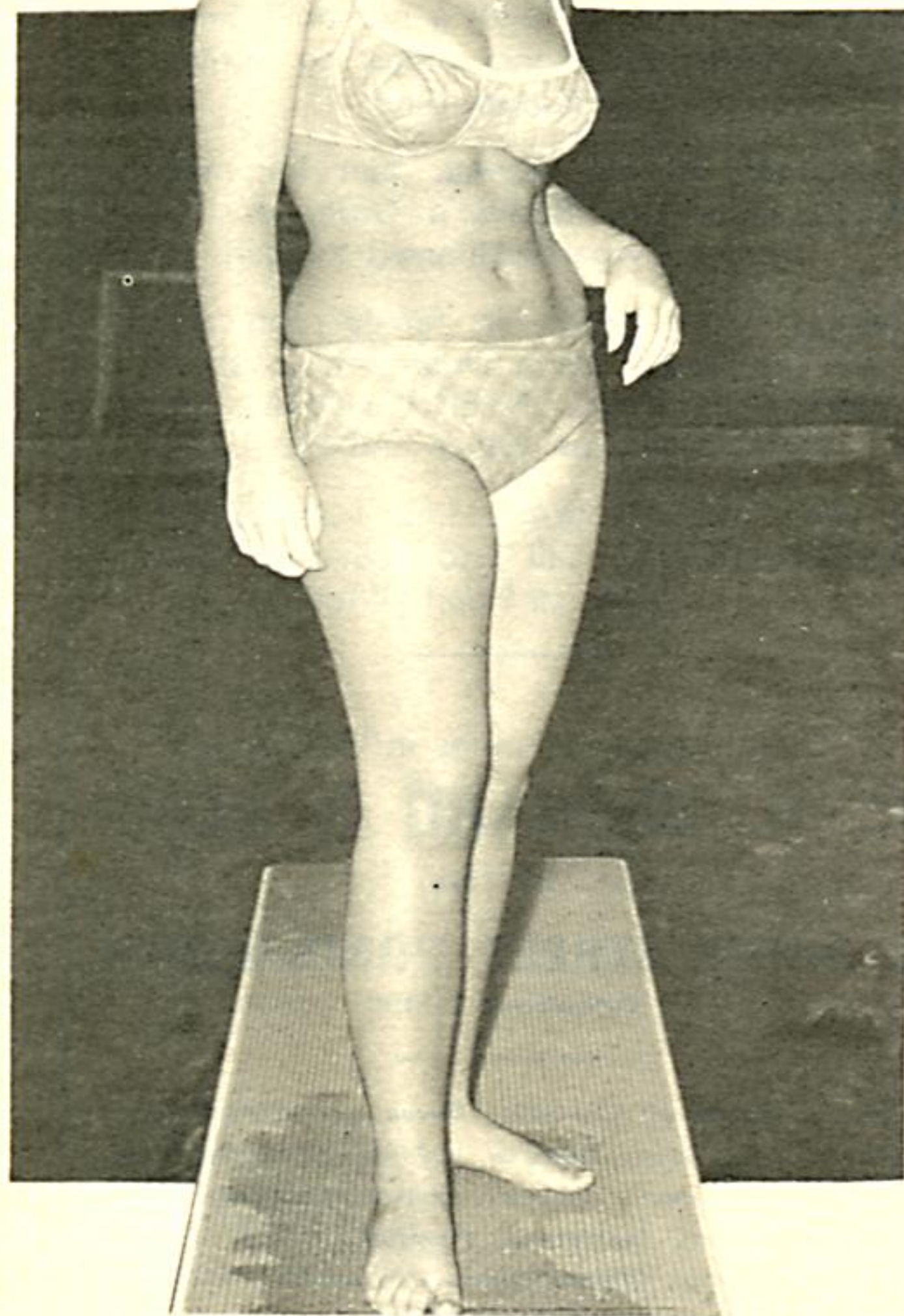
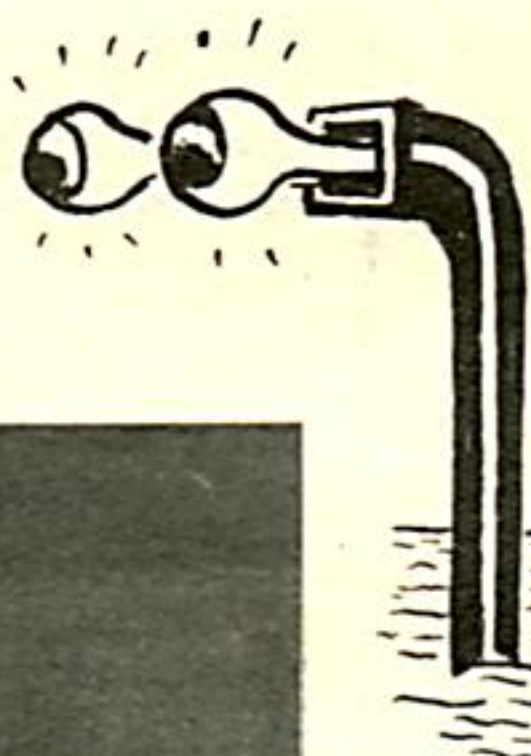
The choice at Faslane is very different — and very alike.

## FABULOUS



Indoor soccer is only one of the numerous activities for in the Faslane Sportsdrome—finest in the Navy.

## A beauty at the bath



Leading Wren Ann Ramsey provides a highly decorative addition to the heated swimming pool at Faslane.

## Sunny corner?

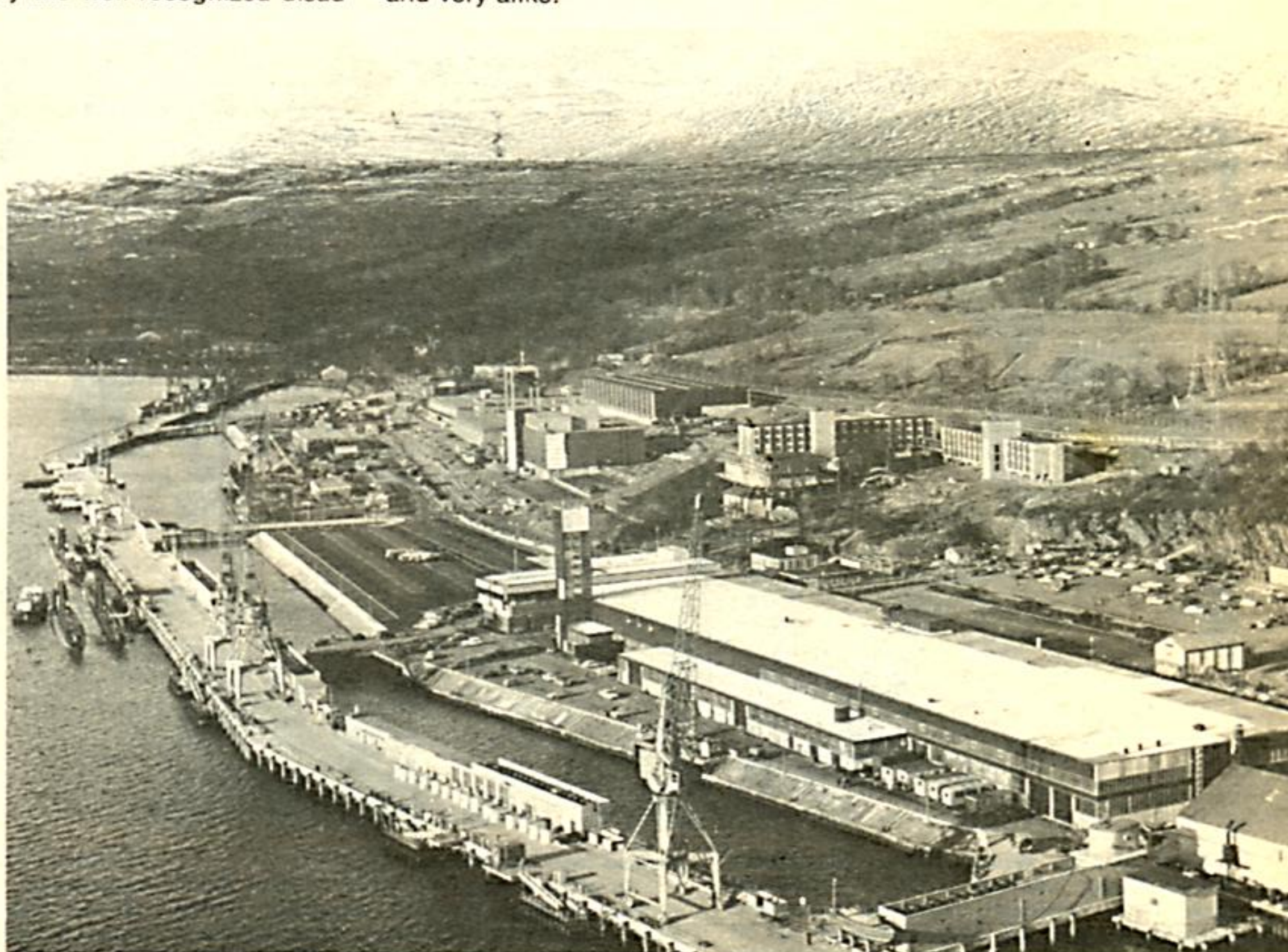
Just how bad is the weather at Faslane?

Well it still seems highly desirable to pack a mac and a stout umbrella, but conditions lately have somewhat confounded the pessimists.

Last summer, Scotland revelled in sunshine which the South of England never saw, and this year has been almost as good.

There has been so little rain that adjacent areas are under drought conditions, with water rationing in operation.

Aerial view of the Clyde Submarine Base, showing the main workshops and jetties in the foreground, and the Polaris School, centre background. Lying alongside are three conventional submarines.





# Gareloch's two squadrons

To the outsider, Faslane seems to be all Polaris, but he will soon get the message, probably imparted with a bland smile, "that the biggest squadron at H.M.S. Neptune is the Third Squadron."

The Third Squadron has been based at Faslane since September, 1957. Base support facilities were provided by a submarine depot ship until December, 1967, when H.M.S. Neptune took over these functions.

The Third Squadron is a mixture of nuclear and conventional submarines, the following being the current force: Warspite and Vallant (both Fleet submarines), and Onyx, Odin, Otter, Oracle, and Osiris (Patrol submarines).

In addition, the Third Squadron acts as foster-parent to all submariners, except Polaris, which have been refitted in the United Kingdom, while they are working up to achieve a basic standard of operational efficiency.

The squadron's submarines operating from Faslane participate in national and NATO exercises, and among other operations visit home ports and "go foreign".

Operational tasks of H.M.S. Neptune are the support of the submarines of the Third and Tenth Squadrons, working up of newly-commissioned submarines, and the training of personnel for submarine duty.

There is the Navy's Polaris School, and the great complex of support facilities including a floating dock.

The Tenth Squadron was formed to administer the submarines of the SSBN (Polaris) class, their job being to provide Britain's contribution to the NATO deterrent in the shape of at least one submarine on patrol at any one time.

In order to achieve this aim, there are full squadron, logistic, technical, and personnel support organizations, based ashore.

At present, H.M.S. Resolution, H.M.S. Repulse, and H.M.S. Renown, are members of the Tenth Squadron, and the final Polaris vessel, H.M.S. Revenge, joins after her commissioning before Christmas.

Junior rates put a swing into life at their Trident Club, where the bill for dance groups can be as much as £600 in a month.

Getting the hang of some of the mysteries at the Polaris School. This is the missile control centre.



## OUS SPORTSDROME



## Quotes

Young Wren officer: It's fabulous here. Difficult to get to my home in Gloucester, but I'm enjoying every minute of it.

Rating's wife: I certainly didn't want to come, but it's great now, especially since they opened the Drumfork Club.

Sub-lieutenant: Faslane for me any time you like. I'm a sailing

enthusiast and the place gives me all the fun I want.

Bachelor rating: I liked it here for the first year, but now I'm cheesed off. I'm a Scot, but I'd like to get away now to a better run ashore.

Lieutenant: Education for the youngest children gave us problems, but my elder girl is doing so well I have volunteered to stay another year.

Rating's little girl: My grannie lives a long way off!

## Much to enjoy, say wives

Wives interviewed by Navy News at Faslane did not mention the weather, and agreed that after settling in there was much to enjoy.

To get the full benefits they felt that it was a must to have a car, although conceding that they could

take a bus to the small neighbouring town of Helensburgh, and from there, if they wished, get a train to Glasgow. The rail service was good. Occasionally there were shopping coach trips to Glasgow.

### Miss C & A

The wives missed easy access to Marks and Spencers and C and A's, and were unanimous in declaring that local prices increased the cost of living.

Waiting time for married quarters is probably as low as anywhere in the Navy, and in general the wives liked their accommodation.

They were looking forward to the provision of play areas on the estates, "because the children get

bored with nothing to do."

For the wives, the content or otherwise of Faslane life tends to depend on whether the husbands are in Polaris submarines, or in the Fleet and Patrol vessels.

Polaris families enjoy the most settled existence in the whole Navy, being able to plan to the day, for months ahead. There is undoubted appeal to the family man.

The crews of every patrol submarine have a harder job in deciding on their domestic arrangements. If they take their families to Faslane they will certainly see more of them but for limited periods which are sometimes unpredictable.

If they leave them in the South at say Gosport or Chatham, travelling time and costs are formidable obstacles to reunion.

### "X" Factor

As one wife said: "I hope the 'X' factor fellows get around to Faslane. They'll get a real idea of what it's all about."

As far as local conditions are concerned, the talking point usually comes round to transport—always the bugbear of naval establishments which are distant from the bright lights.

The problems and possibilities at Faslane are the subject of constant thought by the authorities. Anything feasible is likely to get a trial.

### ALL SMILES

Drumfork Club members Mrs. Pamela Loisele (left), Mrs. Marlene Carr, the secretary (centre), and Mrs. Kay Williams provide a happy picture for the photographer.

The three husbands are all serving in Polaris submarines.





# THE MEN BEHIND THE MISSILES

*They're tops!*

Britain relies on what is still the largest merchant fleet in the world to keep her alive. This colossal tonnage of merchant shipping ferries ceaselessly to and fro across the oceans, bringing food and raw materials and bearing away cars and other finished goods, to pay for the imports needed to live.

Primary role of the Navy's small ships over the last 50 years has been to protect this fleet against enemy submarines. The Germans introduced unrestricted submarine warfare in 1917 and today the potential threat from submarines is greater than ever before.

## New pattern

Modern frigates are designed primarily to deal with this menace. This is the conventional second World War role of our title ships.

Two recent events however have combined to alter the pattern — the appearance of the missile-carrying fast patrol boat and the forthcoming departure of the Navy's strike aircraft carriers.

The missile carrying F.P.B. as the destructive power of a battleship; armed with two or four missiles, it can deliver over a ton of high explosive with extreme accuracy on to a target 5 miles away with each shot. The departure of the aircraft carrier removes the possibility of long range destruction by Buc-

caner or Sea Vixen, and therefore the responsibility for dealing with hostile missile carrying F.P.B.'s falls back on the small ships, which carry their own aircraft.

The Wasp helicopter, which was designed purely as an extension of the small ship's anti-submarine armoury, is well suited to the carriage of alternative weapons. The A.S.12 missile, designed in France by the Nord Aviation Company, has been selected as the most effective weapon currently available for a stand-off attack launched by a helicopter on a small, fast moving target.

## very reliable

The weapon is very simple and reliable, but its accuracy depends entirely on the skill of its aimer. The aimer literally drives the missile on to the target by means of a control stick mounted in the helicopter which remotely controls the missile in exactly the same way as the pilot flies the aircraft.

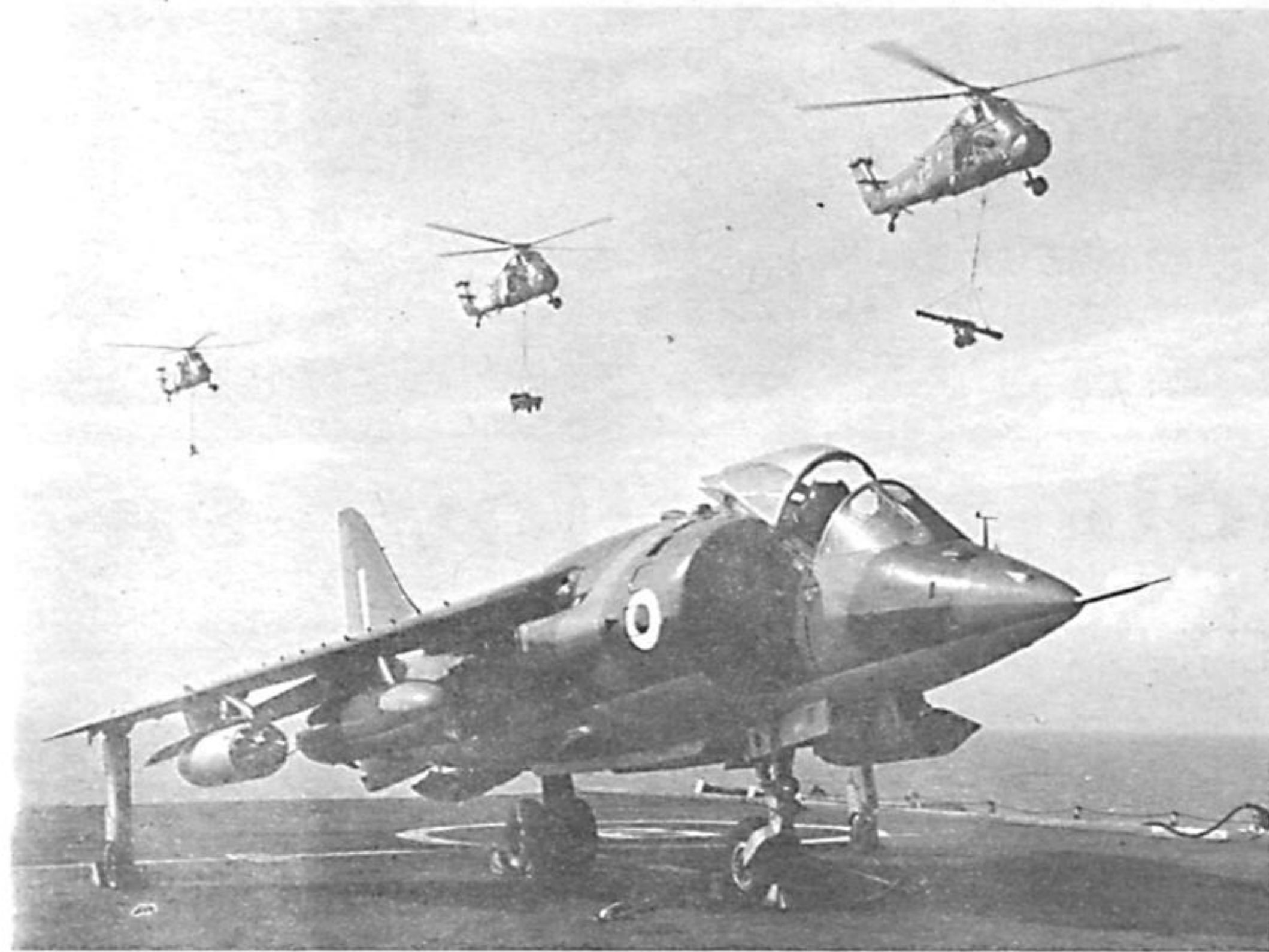
Such a task requires a great

deal of co-ordination and the ability to react quickly to changes of situation; indeed, because of the job's complexity, selection is through a very fine sieve and only the elite join the ranks of A.S.12 missile aimers.



Into the attack goes a Royal Navy Wasp helicopter and away to the target flashes an A.S.12 missile.

## AIRCRAFT IN UNITY



Three Wessex Mk. 5 helicopters with underslung loads fly above the Hawker Siddeley Harrier TOL fighter during Exercise Unity in H.M.S. Bulwark. The exercise included a display of helicopter commando operations.

The system is already at sea in no fewer than ten ships and all Wasp flights commissioning include an A.S.12 missile aimer in the complement.

We still depend on our merchant fleet and rely on the Navy

to guard it and to safeguard our interests on the high seas. The missile-carrying F.P.B. constitutes a menace to these interests which cannot be discounted, and it can fairly be claimed that the only men in the fleet who can neutralise this menace are the

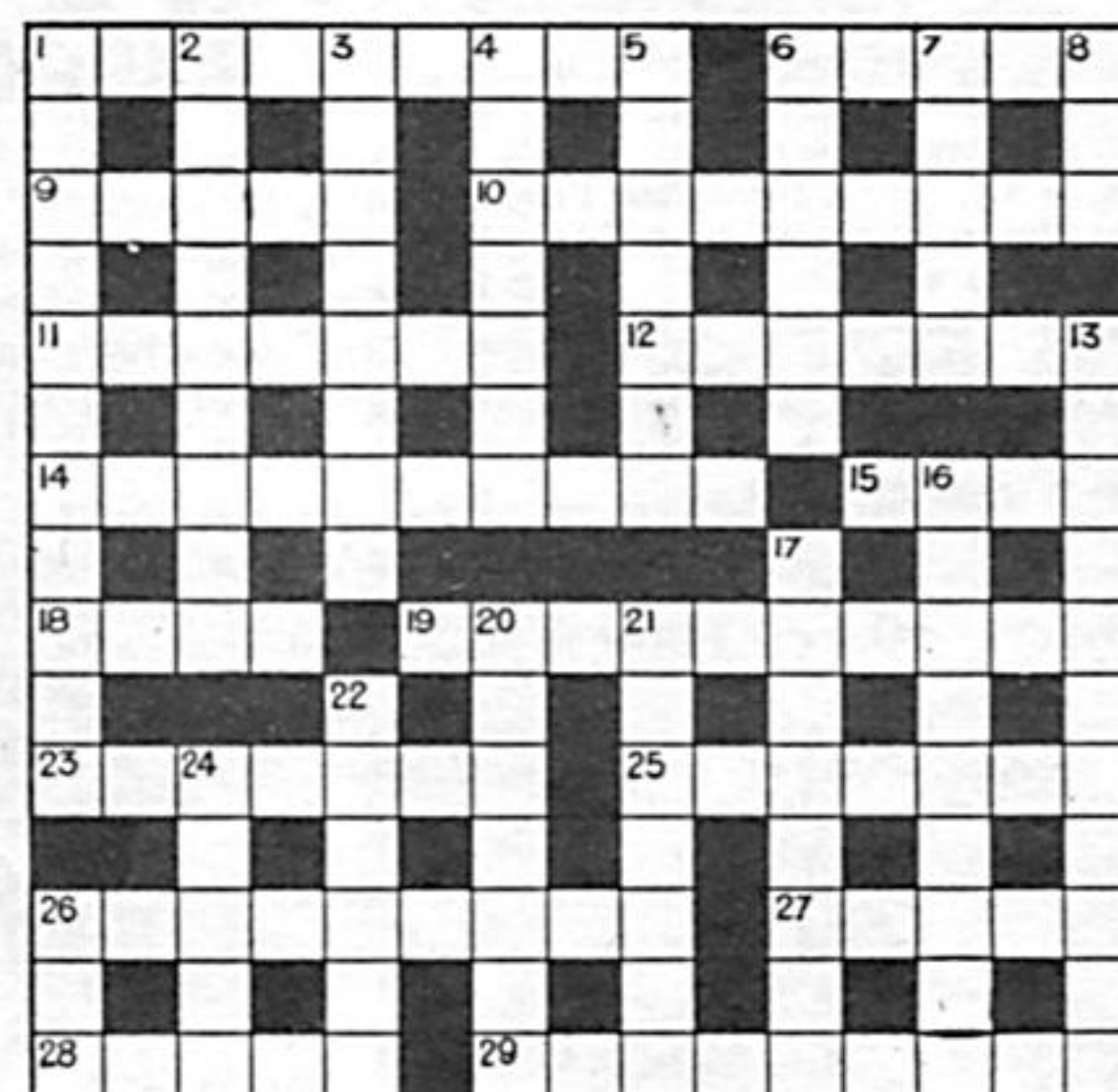
A.S.12 missile aimers.

There are opportunities for the right people to fill this vital role, and an air warfare presentation team which will be touring all air stations in November and December will be able to provide further information.

## £10 Crossword

Below is the ninth of the present series of Navy News crosswords. Entries close on November 27 and should be addressed to Crossword No. 9, Navy News, Royal Naval Barracks, Portsmouth. The sender of the first correct solution opened will receive National Savings gift tokens to the value of £10.

### No. 9



Name .....  
Address .....  
.....  
.....

## SOLUTION TO CROSSWORD 8

Across: 1, Gamp; 3, Assassins; 9, List; 10, In Paradise; 12, Overalls; 13, Adders; 14, Affectionately; 18, Halfpenny worth; 20, Winkle; 22, Feinting; 24, Reciprocal; 25, Tale; 26, Delegates; 27, Pets.

Down: 1, Gallop; 2, Masterful; 4, Singleton; 5, Alas; 6, Stands Around; 7, Noise; 8, Jerseys; 11, Make Apple-pie; 15, Oxygenate; 16, Extricate; 17, Showers; 19, Ogress; 21, Niche; 23, Sofa.

The winner of the £10 prize was Mr. W. Whitmore, of Leicester.

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# All aboard Navy's biggest

When H.M.S. Eagle held an open day at Gibraltar, many thousands of inhabitants went to see the Royal Navy's largest warship. In the picture top right, welcoming some of the visitors, are David Barclay (centre) and Derek Colley.

One of the main attractions of the open day

was a model village made of cakes, part of which is pictured below. The "village" was later presented to St Bernadette's Hospital.

Man in charge of the "village" scheme was Sub-Lieut. Keith Hall (standing left in the picture). Next to him is PO Ck. Derek Hughes, who spent his spare time over a period of two weeks making and decorating the cakes, and also in the picture is Ck. A. Hunter.

The Eagle went to Gibraltar on completion of large-scale exercises in the North Atlantic and later left the "Rock" to operate in the Mediterranean.



## JUNO GOES JAPANESE

Sport played an important role in the success of H.M.S. Juno's recent visit to Japan.

Inspection by the Flag Officer, Second-in-Command Far East Fleet at Singapore gave the Juno a fair wind for more eastern ports when she sailed for Hongkong and Japan. The ship "squeezed" past typhoon Doris, which was steadily tracking across the South China Sea.

After a visit to Hongkong for fuel, the Juno went on to Hiroshima, the atomic bomb-damaged city, now dedicated to world peace.

Miss Hiroshima 1969 presented the commanding officer (Capt. P. D. Nichol) with a fine bouquet and this set the scene for a visit which appeared to revolve around presentations and counter-presentations. The market must have almost been flooded with Juno pictures and other ship souvenirs.

But the really important goodwill was achieved through the ship's company and the sports teams, in particular, both on and off the field. The soccer team won both its matches, the high class game against Hiroshima 'A' being televised and team interviews carried out.

Rugby was played against a Japanese Army side and a spirited match ended in a well-earned victory for the sailors. Hockey against the school hockey champions of Japan was a little too much for the ship's side, who lost to a talented team.

The Juno returned to Hongkong for guardship duties, but the peace of three days at sea to rest weary libertymen was threatened by another approaching typhoon — Elsie.



## GIFTS FOR 2,000th

H.M.S. Bellerophon welcomed her 2,000th visitor of 1969 with the arrival of 35 boys from the Chantry Secondary School, Ipswich.

Number 2,000 was Stephen Riley (15), and to mark the occasion he was presented by the captain (Capt. T. M. B. Firth) with a Bellerophon tie and cap tally, and a crest of H.M.S. Belfast, the headquarters living ship of the Reserve Ships, Portsmouth (picture below).

In addition to her Service role, the Bellerophon is host for many C.C.F., S.C.C. and school liaison visits and carries out training.



## The girl in Med. race Navy crew

Only girl in a Royal Naval crew of nine taking part in an ocean-going yacht race off Malta is an attractive, honey-blond Wren, 21-year-old Third Officer Fanne Worsnop (left).

Although officially described as cook, Fanne is, in fact, helping crew the yacht, the Spirit of Cutty Sark, entered by the Royal Naval Sailing Association and skippered by Lieut. Leslie Williams, who sailed her to fourth place in the 1968 single-handed trans-Atlantic race.

Fanne, who is a careers officer for the W.R.N.S. at State House, High Holborn, London, is quite an experienced sailor. While on meteorological duty at Lee-on-Solent, she started sailing in 1966 in the Naval Sail Training yacht Merlin, enjoyed further sailing while serving 18 months in Malta and spent two weeks in the Spirit of Cutty Sark last year.

Fanne flew to Malta in mid-October for the event, called the Middle Sea race, which covers 600 miles through the Straits of Messina, via Pantellaria, Lampedusa, Sicily and back to Malta.

"It should be fantastic fun," said Fanne, "but I'll have to work hard to prove that a girl can crew a yacht as well as a man."

## CARRIERS: A U.S. VIEW

It was a great disappointment to America that Britain was giving up her aircraft carriers, said Vice-Admiral David C. Richardson, Commander of the U.S. Sixth Fleet in the Mediterranean, speaking at Lowestoft.

"It is no secret that gun for gun the Soviet force in the Mediterranean is superior to that mounted by the Sixth Fleet," he said. "As far as missile launching ships are concerned we have learnt to live with that threat and we have attached to the Sixth Fleet nuclear submarines."

"Without aircraft carriers, however, we might as well go out of business."

## 'Old Bonnie' at Portsmouth

"Old Bonnie", the Royal Canadian Navy aircraft carrier Bonaventure, arrived at Portsmouth with a retinue of three destroyers in October for an eight-day visit.

It could, in fact, be the 16,000-ton carrier's last visit as her future is regarded as limited.

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## Med. Deep Furrow

H.M.S. Eagle and six other Royal Navy ships took part in a routine NATO exercise, Deep Furrow 69, in October in the southern region of Allied Command Europe.

The other ships were H.M.S. Hampshire and H.M.S. Aurora and R.F.A.s Olmeda, Tidespring, Resource and Lyness.

Naval forces, including NATO aircraft carrier and amphibious units, exercised in the eastern Mediterranean, including the Aegean Sea, while land forces held manoeuvres in N.W. Turkey. NATO air units provided fighter-bomber support and photo reconnaissance throughout the area.



Photo: NA Green.

## Gangway!

The frigate H.M.S. Grenville recommissioned at Portsmouth in October as trials ship for the Admiralty Surface Weapons Establishment and for navigational training. So the Grenville, which was first commissioned as long ago as 1943, begins a new career.

The ship was taken in hand at Portsmouth in April and extensively refitted for her new role. She replaces H.M.S. Wakeful and will operate from Portsmouth in the Second Frigate Squadron.

During the war the Grenville served as an Emergency class destroyer and took part in a number of actions. After the war, she served with the Home Fleet until 1951, when she was taken in hand for conversion to a Type 15 frigate. This was completed in 1954 and she rejoined the Home Fleet as leader of the Second Training Squadron until 1959. She was then placed in Reserve.

H.M.S. Grenville recommissioned in March, 1967, and returned to Portsmouth from Singapore in April this year.

Guest of honour at the recommissioning was Vice-Admiral Sir Richard Janvrin, Flag Officer Naval Air Command, who commanded the ship from 1957-58.

The commissioning cake was cut by Mrs. Whitehead, wife of the captain (Lieut.-Cdr. David Whitehead). On the left, ship's cooks are seen carrying the special cake aboard.

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£5	£300	£60	£360	£120	£420
£6	£360	£72	£432	£144	£504
£7	£420	£84	£504	£168	£588
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## FAMILIES AT DOLPHIN



CPO J. Rickards with his son John on board H.M.S. Tabard during families' day at H.M.S. Dolphin, where CPO Rickards is an instructor in the submarine school.

Photo: LA F. Jones

## Australia and N.Z. visit

The First Sea Lord, Admiral Sir Michael Le Fanu, who is Chief of the Defence Staff designate, visited Australia and New Zealand in October.

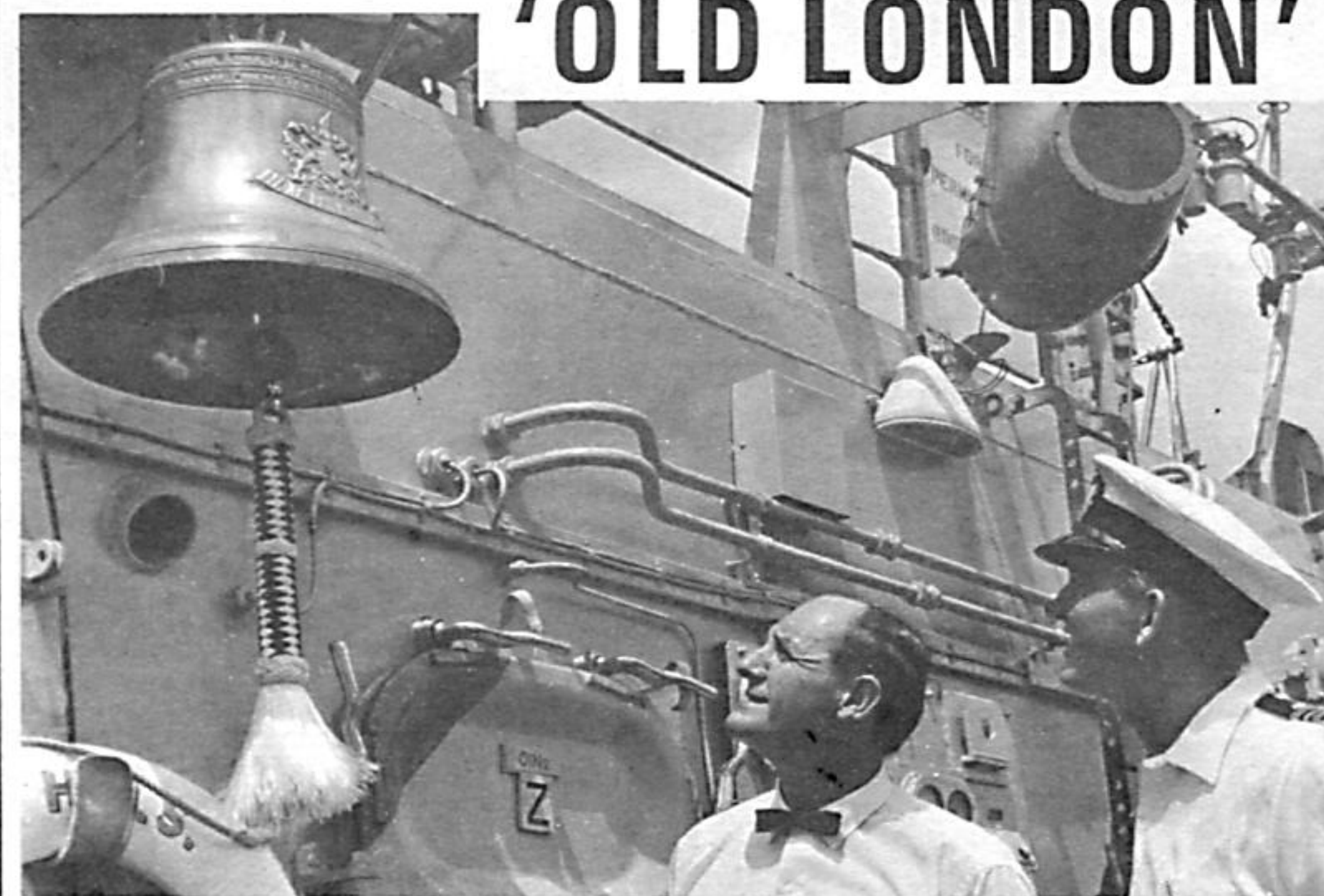
In Australia he was representing the U.K. Chiefs of Staff at the ANZAM Chiefs of Staff meeting in Canberra, visiting ships and establishments of the Royal Australian Navy and having discussions with the Australian Naval staff.

He was then going on to New Zealand to visit ships and establishments of the Royal New Zealand Navy and have discussions with the New Zealand Naval staff.

On the return journey, the admiral was making informal calls on representatives of the Indian Navy at New Delhi.

Marine G. S. Hardy, of H.M.S. Bellerophon, has been commended by the Commander-in-Chief Naval Home Command (Admiral Sir John Frewen) for courage and initiative after a woman visitor to H.M.S. Volage had fallen into the water.

## NOSTALGIC VISIT FOR AN 'OLD LONDON'



## EIGHTH SPELL FOR SUB.

H.M. submarine Artemis began her eighth spell of duty in October at a recommissioning ceremony at Portsmouth.

The 1,120-ton submarine was built at Greenock and completed in 1947.

The Artemis sailed for Faslane and was due to return to Portsmouth in about two months.

A New Zealander who served in the cruiser H.M.S. London during the Second World War paid a nostalgic visit to the present H.M.S. London at Singapore. He is Mr. Murray McCracken, Administrative Attaché to the New Zealand High Commission in Malaysia.

Mr. McCracken, who was at Singapore naval base to visit H.M.N.Z.S. Otago, was invited on board the London when the commanding officer (Capt. P. G. Loasby) heard of his connection with the previous ship.

Mr. McCracken served in the cruiser from February 1944 until the end of the war. In the picture he is being shown the ship's bell, which comes from the cruiser, by Lieut.-Cdr. John Davies.



## ROYAL NAVY'S AIRCRAFT

No. 22

# Flew in Suez 'ops' - the Sea Hawk

## Technical

Sea Hawk F.(G.A.) 6

**Description:** Single-seat carrier-borne ground-attack fighter.

**Manufacturer:** Sir W. G. Armstrong Whitworth Aircraft, Ltd.  
**Power plant:** One 5,400lb. thrust Rolls-Royce Nene 103.

**Dimensions:** Span 39ft. (13ft. 4in. folded). Length, 39ft. 8in. Height, 8ft. 8in.

**Weights:** Empty, 9,560lb. Loaded (with two drop tanks and two 500lb. bombs), 16,200lb.  
**Performance:** As fighter-bomber with drop-tanks and 500lb. bombs — Maximum speed 518 m.p.h. at sea level; 524 m.p.h. at 10,000ft. Initial climb, 4,720 ft./min. Radius of action 288 miles.

As fighter, without bombs or drop-tanks — Maximum speed, 599 m.p.h. at sea level; 530 m.p.h. at 40,000ft. Initial climb, 5,700 ft./min. Service ceiling, 44,500ft.

**Armament:** Four fixed 20mm. guns in fuselage and provision for 10 rocket-projectiles and two 500lb. bombs below the wings in addition to two 100 gallon drop-tanks.

Designed by Sir Sydney Camm, the Hawker Sea Hawk stemmed from the Hawker P1040. Three prototypes were ordered in 1946 and the first (V.P. 413) flew in September 1948.

The first production Sea Hawk F.1 (W.F. 143) flew in November, 1951, and differed from the prototypes in having an increased wing span, larger tail-plane area, a revised cockpit canopy and a Nene 101 engine in place of the Nene 1 or 2.

The initial 35 aircraft were built by Hawkers, but the second production batch and all subsequent Sea Hawks were built by Armstrong Whitworth.

The acorn fairing at the junction of the tailplane and fin appeared in 1953.

Sea Hawks first entered the Fleet Air Arm in 1953, superseding the Attacker and Sea Furies. No. 806 Squadron at Brawdy were the first to be equipped and, with their Ace of Diamonds insignia were renowned for their aerobatic displays.

In the 1957 S.B.A.C. display, five scarlet Sea Hawks of 738 Squadron gave a splendid formation routine using coloured smoke, landing and taking off in close formation.

Six squadrons of Sea Hawks with a carrier task force took part in the Anglo-French operation at Suez in November, 1956.

In the absence of R.A.F. close support, the Royal Navy provided all the British ground attack effort, and, with Sea Venoms as escort, effectively pressed home attacks against heavily defended Egyptian shore targets.

Other marks of Sea Hawks produced were: the F2, with power boosted ailerons; the F.B.3, with strengthened wing for external load; the F(G.A.)4, equipped for the close support role; the Mk. F.B.5 and F.G.A.



The Hawker Sea Hawk first flew in 1948

## PHOTO POSTCARDS

Photo postcards of the aircraft above and others of this series are obtainable from 'Navy News', Dept. PC, RN Barracks, Portsmouth, price 1s. each (including postage) stamps or postal order.

A standing order for the supply of each new card on publication, for 12 issues, can be arranged on receipt of cheque or postal order for 12s.

Albums to hold 64 'Navy News' postcards are 10s. each (including postage).

Other aircraft in this series are the Walrus, Seafox, Skua, Albacore, Firefly, Chance Vought Corsair, Fairey Barracuda, Grumman Wildcat, Fairey Swordfish, Avenger, Short 184 Seaplane, Seafire, Sea Hurricane, Osprey, Gannet, Wessex III, Flycatcher, Sea Vixen, Firebrand, Skyraider, and Fairey III F.

## In the picture . . .

Navy News puts them in the picture (below) — and finds itself in the picture too. The scene was Jersey and the

lads are pupils of Les Quenevais School who were embarked for a sea trip in H.M.S. Wolverton during her 'Meet the Navy' cruise.

The first five visits of the Wolverton's cruise were to Fraserburgh, Stornoway, Portree, Troon and Workington, and they attracted a total of nearly 3,000 visitors.

## Atlantic rescue brings medal

Lieut.-Cdr. Neale Warneford has been awarded the Greek Naval Medal.

Lieut.-Cdr. Warneford was commanding the submarine Odin when a small flickering light was sighted. The submarine picked up nine Greeks and a Cambodian from a tanker which had broken up.

They had been 54 hours in the boat.



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## Lynx for Far East

After 12 years in commission, H.M.S. Lynx has finally joined the Far East Fleet.

The ship, commanded by Cdr. B. Prideaux, sailed from Devonport in August and, after a somewhat "uphill" passage into the south-east trade winds, arrived at her old "stamping ground" Simonstown. A week full of activity followed.

Initial doubts by the ship's company as to how they were going to occupy themselves on Beira patrol proved false.

The ship had a busy time carrying out exercises with her various consorts and preparing for a visit from the Captain (D), 1st Destroyer Squadron in H.M.S. Galatea.

Life also had some light-hearted moments with the Beira Bucket regularly changing hands. After defeating the Galatea, the Lynx was preparing for a challenge from H.M.S. Ajax.

The usual rash of odd competitions broke out.

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# Cheerful news for conference

Matters for congratulation — rising membership and getting "out of the red" — mentioned by the President, Admiral Sir David Luce, gave a cheerful start to the annual conference of the Royal Naval Association, held on October 4 at Croydon.

Admiral Luce said there were 8,519 full members, 3,749 associates, and 683 life members, giving a total of 12,951 against 12,290 last year. There were also about 8,000 members over 65 who paid no subscriptions.

The better financial position was due to a reduction of £751 in expenditure, but it had to be borne in mind that the expenditure figures in the previous report were unusually high, so that the realistic assessment was that running costs were about the same.

Once again they had derived considerable income from the draw, and were most grateful for the hard work of the organizers, Shipmates Crabtree and Legg.

## Sales Department

The President said that a big improvement in Sales Department turnover owed much to the enthusiasm of Mrs. Tatum, who was promoting the sales with great efficiency.

So far as the R.N.A. headquarters were concerned, they had to look to the future. The lease would run out in 1984, and the National Council had decided to start making provision now for new headquarters, by setting up a special fund. Money would be allocated to the fund every year.

After mentioning the money for the Guide Dogs for the Blind allocated through the Alec Madden Memorial Trust, Admiral Luce went on to explain the moves towards the R.N.A. achieving "charitable status," which was a long and involved process, but which would bring financial benefits.

No decision had yet been reached on the venue for the 1970 conference, but members would be informed as soon as possible.

The President added that as a result of the improved financial position it had been possible to get help for the grossly over-worked headquarters staff.

## N.C. Ballot

The result of the National Council ballot was announced as follows: No 2 area, A. Phillips; No. 6, E. Knight; No. 7, P. Miller; No. 8, R. Tasker; No. 9,

G. Holmes; No. 11, D. Crabtree.

Scottish: J. Riley (unopposed). On the report of the Honorary Treasurer, the conference heard an expression of concern over the cost of book-keeping and accountancy services (£950), and professional and consultancy fee (£100), the point being made that clubs with similar financial accounts managed with much less outlay than that.

The Finance Committee agreed to look into the costs.

The election of the Standing Orders Committee for 1969/70 resulted in the choice of Shipmates Davis, Newman, Matthews, and Nixon.

## Diary course

In the discussion on branch motions, one which aroused great interest was that concerning the R.N.A. diary, no-one disputing that there was considerable dissatisfaction with the current issue.

"In one branch," it was said, "there was nearly a mutiny when they came to be distributed."

After some voting confusion the conference finally agreed that the diary should return to the original format, although the point was made that the cost might well be higher.

A proposal by Welsh branches to hold the 1973 conference in Cardiff suffered some setback of feeling by the disclosure that costs outside London were substantially greater.

However, the motion was eventually carried on Cardiff's assurance that the whole idea of the long notice was in order to give the local branch time to get organized and keep the costs down.

## Speeded up

After the luncheon interval, the conference found themselves faced with the necessity to speed the business, because the hall would be required.

With the delegates ready to "buckle to," the next three resolutions were called, only to find that in each case there was no proposer.

"This is disgusting," was among the cries of irritation heard around the hall, and when eventually one of the "culprits" did turn up, he wasn't even sure which motion he was speaking on.

## Former enemies in plaque hand-over

An eight-year-old friendship bond between two ex-naval organizations — whose members were wartime enemies — was strengthened at a plaque handing-over ceremony in Grimsby.

The secretary of the Grimsby and South Humberside branch, Shipmate Robert Broomhead, presented the mayor of Grimsby, Ald. A. C. Parker, with a plaque from the Burgo-meister of Busum, in West Germany.

The plaque was a reciprocal gesture for a plaque of the coat-of-arms of Grimsby which, together with a letter from the mayor, Shipmate Broomhead had presented to their Busum counterparts when he and other members from Grimsby visited Germany.

The presentation was made at the association's No. 9 Area (Midlands) dinner dance at the Town Hall.

The Grimsby visitors to Busum were given an extensive programme, including a civic welcome and party by the Burgo-meister. The party also



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## TOT MOVE REJECTED

Some amusement was caused at the conference by the announcement that a "motion of urgency" had been rejected by the Standing Orders Committee. The motion was—

"That this conference deplores the proposal by the authorities concerned for the abolition of the traditional rum ration in the Royal Navy."

The motion had been submitted by the Herts branch, and while the Standing Orders Committee "agreed with the spirit of the motion," they did not feel it could be considered one of urgency, nor perhaps was the conference the right place to discuss it.

However, ruffled feelings smoothed down again as the President pressed on with the business, and the agenda was finally disposed of "at the gallop" as Admiral Luce described it.

## Other motions

Other resolutions carried were that a "general notice" to all branches be instituted, published every six months, notifying branch changes in circumstances; that consideration be given to getting more publicity for the R.N.A. with the aim of increasing membership; and that a standard bearers' competition be held within one month of the Reunion, to select the standard bearer to carry the national standard at the Reunion, and at

visited Kiel naval dockyard and the German naval memorial at Laboe, where a wreath was laid in memory of all sailors who died in the war.

## Jupiter visit

The highlight of a visit to Portsmouth on September 20 by a party of 50 from the Henlow branch, was a tour of H.M.S. Jupiter.

In expressing their thanks to the ship's company for their hospitality and patience during "this intrusion of their off-duty hours," the treasurer says: "Any time you are near the Wilbury Hotel, Letchworth, lads, drop in; you will always be sure of a welcome."

## Public apathy

In his toast to the Association at the fourth annual dinner of the Cromer branch, the pre-

One incident at the conference created pleasure — and a little consternation.

The delegate from Bletchley produced a present for Lieut.-Cdr. Leslie Maskell, to show appreciation for the General Secretary's untiring efforts on behalf of the association in general and the Bletchley branch in particular.

Lieut.-Cdr. Maskell unwrapped a miniature cannon, and, showing it to the conference, jokingly inquired, "Does it go bang," whereupon there was a loud explosion "off stage."

Everybody thought the recipient had

## THEIR GIFT 'BANG ON'

been "primed" to ask the question, but Lieut.-Cdr. Maskell was as astonished as the delegates.

Recovering his composure, he expressed his appreciation. "I'm often the aunt sally of the conference," he said, "but this makes it all worth while."

## Reunion at Croydon draws full house

For the first time since its inception, the Reunion of the Royal Naval Association was held outside London, when members and their families assembled on October 4 in the Fairfield concert hall, Croydon.

A full house greeted the President, Admiral Sir David Luce, who was accompanied by the First Sea Lord, Admiral Sir Michael Le Fanu.

The concert produced by Lieut.-Cdr. L. H. Maskell consisted of items requested by members and given by artists who had appeared on other occasions at the Reunion.

The massed bands of the Royal Marines, under the direction of Major Paul J. Neville, gave a polished performance, including the overture "Plymouth Hoe," and the trombone sextet "The Clowns."

The massed bands also played under the baton of Colonel Sir Vivian Dunn, whose interpretation of "The Flying Dutchman" overture was received with acclaim.

## POPULAR CHOIR

Welwyn Garden City Male Voice Choir and singer Leonard Pearcy proved great favourites of the audience.

Adding a touch of comedy were Cyril Fletcher (making his third Reunion appearance) and that great bird fancier Harold Taylor.

Admiral Le Fanu, in a humorous address, went on to remind his audience that the Royal Navy was as strong and important today as it ever was.

The intake was of the best young men in the country, but fell slightly short of the numbers required. However, with the help of the members of the

## THE FINALE

The entry of the association's standard set the scene for the finale, which included the tone poem "Finlandia" by the massed bands.

The singing of "Jerusalem" and "Rule Britannia" by the artists and the whole audience would have done credit to the last night of the Proms.

The concert ended, came "Sunset" and the ceremonial striking of the Ensign.

Afterwards there was dancing until midnight.

## Survivors meet

At the annual reunion of the H.M.S. Barham Survivors' Association on board H.M.S. Chrysanthemum on September 27, 69 sat down to dinner.

Guests included Canon Edward Carpenter, Archdeacon of Westminster, Mr. J. Mundy, Headmaster of Barham High School, Hull, members of the chief petty officers' mess, H.M.S. President, and Lieut.-Cdr. Colin Stratton-Brown, the son of the senior surviving officer of H.M.S. Barham, who was christened in the ship.

The annual wreath-laying ceremony in Westminster Abbey will take place on November 22, at 3.45 p.m.

## COLLINGWOOD VISITS STONE



sident, Rear-Admiral P. F. Powell, said that in addition to its social and welfare work, the Royal Naval Association's job was to keep the Navy before the public.

"The country, in times of peace, tends to forget that it needs the fighting services," said the Admiral, adding that "unless the country is prepared to pay its insurance premium, it will go downhill."

The Navy had good ships, and good men, but the public did not know it.

## REUNIONS —

Royal Naval (N) Commando No. 1, 2 and 3, Italy, 1943. Contact R. Bromley, 73, Boston Road, Hanwell, London, W.7. Twentieth reunion of F.A.A. and R.A.F. personnel who served during the war at U.S. Naval Air Station, Pensacola, November 22. Details — L. V. Armstrong, 47, Rutland Road, Wanstead, E.11.

The captain of Collingwood talking to members of Stone R.N.A. who attended ceremonial divisions in the establishment the week previous to the visit to Stone.

A party from H.M.S. Collingwood travelled to Stone, Staffs, to carry out a number of engagements at the birthplace and resting place of Admiral Sir John Jervis, the first Earl of St Vincent.

Admiral Lord Collingwood was second-in-command to Admiral Jervis at the battle of Cape St Vincent, in 1797, and it is therefore appropriate that the link between Stone and H.M.S. St Vincent, now closed down, should be inherited by H.M.S. Collingwood.

The establishment's volunteer band gave a concert, which was followed by the ceremony of Beat Retreat, and the Sunset Ceremony.

In the evening there was a dance, with music provided by the Royal Marine Dance Orchestra, and on the Sunday the naval party took part in a civic parade



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# Across the threshold

THE 'NEWS'  
DIARY

H.M.S. Verulam provided an unusual setting for the traditional carrying of the bride across the threshold (picture right).

Following the wedding of Lieut. Nigel Essenhugh and Miss Susan Bingham at the Church of Our Lady and St Andrew at Portland, bride and bridegroom held their reception on board the Verulam. Seventy-five guests toasted the happy couple in true naval fashion.

The ship was wearing the ceremonial garland, and the gangway staff wore white tapes in honour of the occasion. Best man was Lieut. John Birkett, of A.U.W.E.

The cake, a two-tiered masterpiece, was the work of PO Cook "Taff" Rees, and was pronounced superb by all who tasted it.

In the picture the couple are being saluted by the Quartermaster, AB Robert Ratcliffe.

(Photo: Charles H. Thompson)



## ENGLAND'S GLORY OFF TO CANADA

Chief Wren Glory England (right) received an unusual farewell present in the shape of a ship's bell when she retired after 29 years' service.

Glory, who got her name from the cruiser H.M.S. Glory, in which her late father, William England, served as a chief petty officer, was born on October 21, 1914 — Trafalgar Day. She joined the W.R.N.S. in 1940.

Among highlights of her service were taking part in the Victory Parade in London; carrying the Book of Remembrance in the Chapel at the Royal Naval College, Greenwich; and being awarded the B.E.M.

During her service she learned to play the accordion, was a hockey goalkeeper, organized Scottish country dancing, played a prominent part in dramatic activities, and played the organ at church services.

Her mother, Hilda, joined the W.R.N.S. a month after Glory and served from 1940-46 as a steward at H.M.S. Collingwood.

Chief England is sailing in the Queen Elizabeth 2 to join her sister in Canada.



## Hopes for U.K. visit

Many readers will recall the recent Navy News article on the former Royal Marine staff bandmaster living in the United States and depending on an artificial kidney machine.

Now Portsmouth Local Committee of the R.N.B.T., who were among those who assisted the former "Royal," Mr. John J. Martin, have heard from him that he and his wife hope to visit Britain next year if treatment can be arranged in hospitals in this country.

The Scottish Command Public Relations Officer, Mr. Jim Gray, pulled into a garage in Alloa recently to re-fuel the Royal Navy Mini car he was driving.

"Is that a Navy car?" asked the hippy attendant. When told it was, he said, "Well, I'm a pacifist and don't agree with putting petrol in warmongers' cars."

Mr. Gray explained that five gallons of petrol in a

## THE SPIRIT OF PEACE

Morris Mini was unlikely to trigger off Armageddon, and that the car needed octane rather than flower power.

Reluctantly, the attendant decided "to make love not war" and filled the tank.

He also says that he has had several letters from "old ships" — some of them very leaky too.

## ... And it does you good



## HARRY SAYS FAREWELL

After taking a leading role in the Navy News since it began 16 years ago, Lieut. H. R. Berridge, R.N.(ret) has "gone to pension" for the second time.

Apart from the first few months of publication, Harry has been editor or associate editor for the whole period, with many friends in all branches of the Service.

Wishing Navy News continued success, and sending regards to all with whom he has served and worked, he says: "The Navy has been my life for well over 40 years, and a good life, too. I wouldn't mind starting it all over again — particularly with the many present-day advantages."



Lieut. Berridge

## FIFTY YEARS ON, PEER IS BACK TO SUBS

Back in a Royal Navy submarine "50 years on" is 70-year-old Lord Blyton (below left), visiting Singapore with a party of British Parliamentarians.

Lord Blyton, a First World War submariner, stayed on board the submarine depot ship H.M.S. Forth after the rest of the British peers and M.P.s had left.

He was then invited to look round the submarine Onslaught, which was alongside the depot ship for maintenance.

Unlike most official visitors, Lord Blyton rolled up his sleeves and made a stem to stern inspection, his experienced eye noting how submarines have changed in half a century.

Back on board H.M.S. Forth he joined the commanding officer of the 7th Submarine Division, Capt. J. S. Launders, the Second World War submarine ace.

Lord Blyton was disappointed to hear that he would miss a reunion Capt. Launders is planning of all former Commonwealth submariners.

Informal picture as the First Sea Lord, Admiral Sir Michael Le Fanu, takes refreshment while on board H.M.S. Hecate. The photograph was taken during Admiral Le Fanu's recent visit to the 2,800-ton survey vessel.



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# STOKING THE FLAMES

**NEW ON THE BOOKSHELF**

## Story of Navy's brief day as a major carrier force

Phasing out of the Royal Navy's aircraft carriers is a forest fire of controversy, flames continually flaring in the face of every dampening argument.

For the carrier men, powerful reinforcement of their views comes in Task Force 57 by Peter Smith (William Kimber and Co. Ltd., price 55s.), telling the story of a "forgotten fleet."

With war against the Nazis nearing its end in 1944, and the lights of peace switching on in Britain, the heady joy ended to blank out the Navy's part in the reclaiming of the Far Eastern empire. Probably there

are few people today — even those in the Service — who have ever heard of Task Force 57.

A foreword by Admiral of the Fleet Lord Fraser, Commander-in-Chief of the force, and an introduction by Admiral Sir William Denny, then captain of H.M.S. Victorious, give official backing to the author's ability and accuracy.

"This account," says Sir

Michael Denny, "although in detail it only covers about a year, is really the whole story of the Royal Navy's operations as a major carrier force."

As a story, "Task Force 57" recreates the drama of Japan's fanatical resistance when already beaten by sea power, the atom bombs applying the final chop to an enemy already out on his feet.

In the last stages came the Kamikazes — the Japanese suicide pilots who crashed their bombers on the targets in death and glory. One of the pilots in the Victorious writes:

"The Kamikazes always seemed to attack at a vulnerable moment, which aboard a carrier meant while the ship was committed to launching or recovering her aircraft."

"You are sitting, strapped in the seat of your aircraft, on the flight deck awaiting take-off. Air Raid Warning Red is sounded: Kamikazes approaching. You can probably see them out of your cockpit."

"Everyone on the flight deck disappears to take cover, but you are left sitting in your aircraft, and this is very unpleasant."

"The Formidable lost a large number of pilots and planes in this manner in one attack — a suicide pilot smashed straight into a deck park."

### A reminder

But the volume is much more than a graphic story. Every page is a reminder of the present course on which the Royal Navy has been embarked.

In the days of Task Force 57 our fleet was woefully unprepared for battle far from the shore bases. By comparison the Navy's modern supply and maintenance organization is superb.



H.M.S. Victorious, now gone for scrap, with H.M.S. Ark Royal and H.M.S. Hermes.

We still have a small but effective carrier fleet capable of operating for a good many years, some superb aircraft, and excellent supply machinery.

We also now have the nuclear deterrent. Assuming that we also get power of choice, this might be claimed to have created a new set of circumstances.

Taking everything into account, and in the light of very recent history as well as the past, anyone who can read this

volume without the least pang of anxiety about our future defences has at least one trait to admire: a single-mindedness verging on the remarkable.

**As Navy News was going to press, word came from the publishers that this book, "Task Force 57," would not be available until the New Year.**

## 'NELSON TOUCH' — FOLLY OR GENIUS?

One of the more chilling memories of the First World War was the decision to send our soldiers over the top to march in formation towards the German trenches. The theory was to demoralize the enemy. The slaughter was appalling.

The Nelson Touch at the Battle of Trafalgar had the same drama in the apparent desperate gamble to approach the enemy fleet in two squadrons line ahead, thus exposing the leading ships to broadsides before they could reply.

"At noon the Royal Sovereign fired the first British guns. From every ship in the fleet men watched her in fascination, standing on defenceless, with all her sails still set, into the fire of half-a-dozen enemies, unable yet to bring her own guns to bear."

Masts and sails fell crashing on her decks, and scores were lying dead or wounded before the Royal Sovereign was able to blast through the unprotected stern of the Santa Ana.

For Nelson aboard the Victory, his turn soon came. Under the hammering of the enemy guns, 20 men were killed and 30 wounded before she could fire a shot.

In this slow-motion battle the tension must have built to screaming pitch, yet the tactics succeeded and Nelson achieved his great and glorious victory.

On paper the British ships should have been picked off one by one, but the enemy gunnery was far below that of Nelson's men, and when their turn came, they inflicted tremendous havoc. The gamble paid off.

The whole detail of the battle is picked over again by author David Howarth in *Trafalgar, The Nelson Touch* (Collins, price 45s.), in which he examines once again the confusion and argument which has surrounded this landmark in British history.

Perhaps there are readers who

will say: "What? Another book about Nelson!" For those who have never read any of them, this is painstaking and gripping battle story.

The student will find more ammunition for a controversy which will last as long as the Navy means anything to Britain.

### Starved in style

Their boat wrecked on a small island 100 miles north of Australia, Henri Bourdens and his wife starved in style, listening to Mozart and Bach on their record player.

Finally, with death from starvation only days away, they pushed out to sea on a makeshift raft. It quickly became waterlogged and was well under water when they were seen and rescued by an Australian lugger which should not have been within 30 miles of the spot.

"Cruise to a Cruel Shore" (Souvenir Press Ltd., 35s.), by Henri Bourdens, is an inspiring story of hardship and danger overcome by personal courage. It is also a remarkable tribute to the powerful aid which a true and happy marriage brought to the determination of the couple to survive.

Bourdens' job of flying had taken him all over the world but he had begun to feel fettered by civilisation. He went to live in the Far East and, while in Malaysia, saw a unique sailing boat — the Bedor. He decided he would have his own Bedor built and sail her back to France.

The day came when he and

### U-boat warfare

The story of some important aspects of the work of naval intelligence in the First World War is told by Professor Robert M. Grant in *U-Boat Intelligence 1914-18* (Putnam and Co., Ltd., 50s.).

During the last 50 years hardly any details have been published to show how the Intelligence Division of the Admiralty played its part in defeating the German U-boats.

Now, with the assistance of the Naval Historical Branch of the Ministry of Defence, London, and the Director of Naval History, Washington, Prof. Grant is able to remedy this.

His previous study (*U-Boats Destroyed*), published in 1964, provided details of the encounters that led to the sinking of U-boats. The present study goes behind the encounters and investigates the kind of information that led up to them.

A feature at the end of the book is a revised table of all U-boat losses.

his wife sailed from Singapore in the Singa Betina. Disaster struck, however, and so the couple came to be marooned on a small island and facing death.

## Rodney — a man and his times

For youngsters of good birth and connexions a couple of centuries ago, the Navy offered the chance of fortune in Prize money. A lucky officer could amass a great deal of money.

He had to face the health dangers — "In 1727 when the fleet lay off Porto Bello, the unwholesome climate carried off two admirals, ten captains, 50 lieutenants, and 4,000 other officers and seamen."

He also needed "influence" and a flair for obsequious appeals for preferment calculated to brand the modern "creeper" as a mere amateur.

Rodney, by David Spinney (George Allen and Unwin, price £5) is a well-written biography of a man and his times.

### CAPTAIN AT 24

Entered on the books of H.M.S. Sunderland in 1732 at the age of 14, George Bridges Rodney, with the help of a little "interest" became a post captain at 24, but his courage, seamanship, and tactical skill won him a place among the Navy's greatest admirals.

Forty years after becoming a post captain he commanded the fleet which beat the French at the Battle of the Saints.

Admiral Rodney possessed all the contradictions of his age — proud of his birth and connexions, the politeness of a gentleman "even to a beggar" yet irascible (he suffered from gout), vain, overbearing, and an inveterate gambler.

If newly-pressed men came aboard in rags he would petition an advance of pay for them, and sought the most generous scale of victualling, winning the affection of his men as much as by his humanity as his ability to command.

This was life in the grand manner — the call of the sea, money, cards, the spice of danger, and adventure.

### Battle tales

A couple of the most exciting battles of history are described in *The Two Sieges of Rhodes 1480-1522* (John Murray, 42s.).

The author, Capt. Eric Brockman, served with the Royal Navy in many parts of the world, and his last appointment was as Director of Welfare and Service Conditions in the Admiralty.

Capt. Brockman describes the Rhodes sieges vividly and sets them against their background of crusade and counter-crusade; the "Holy Religion" of the Knights of St John; the rapid changes in weapons and tactics which followed the development of gunpowder and the technical revolution of the Renaissance.

### Also received . . .

*Inflatable Boats* (Adlard Coles Ltd., 21s.), by Lieut.-Cdr. G. W. R. Nicholl, R.N. (retd.) — a guide for existing and potential owners of these highly adaptable craft.

*Sextant Observations for the Seafarer* (Nautical Publishing Co., 32s.), by Graeme Richards — a practical guide to the modern short-table methods which have greatly simplified astronomical navigation.

*Sea Signalling Simplified* (Adlard Coles Ltd., 15s.), by Capt. P. J. Russell — a manual of instruction for the new international code of signals.

*Security Manual* (Gower Press, 15s.), by Eric Oliver and John Wilson — a straightforward manual designed to equip and train employing organizations in basic security procedures and for employees with security responsibilities.

## Mountbatten joins in

Earl Mountbatten, speaking at a luncheon to mark the publication of "Admiral of the Fleet," the biography of Sir Charles Lambe, former First Sea Lord.

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### In memoriam

Raymond C. N. Wild, J/A/Ck. P/109246. H.M.S. Ganges, August 11.  
Thomas B. Cook, CCEM. P/MX.892744. H.M.S. Collingwood, September 15.  
Nicholas Charles, LRO, P/J.981391. H.M.S. Forest Moor, September 29.  
Chief Officer Jean S. Rae, W.R.N.S. September 30.  
Ronald S. Johnstone, PO CEM. D/M.933087. H.M.S. Lynx, October 4.  
Derek Lambert, A/LS, P/075604. H.M.S. Leander, October 6.  
Lieut. Arthur J. Waldron, October 8.  
Keith Bousnall, Mne. RM.21643. 40 Cdo RM, October 11.

### ROSYTH VISIT

The guided-missile destroyer H.M.S. Glamorgan, visiting Rosyth from October 29 to Nov. 3, was to be host to school children, the public, and Scottish industrialists.

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## APPOINTMENTS

For the second time, Admiral Sir Michael Le Fanu — the First Sea Lord and Chief of Naval Staff — is to be a "Supremo", but this time it can be said that he is to be the "Supreme Supremo" — the Chief of the Defence Staff.

He will succeed Marshal of the Royal Air Force Sir Charles Elworthy in October 1970 in this "top of the lot" job.

Admiral Le Fanu's previous "Supremo" appointment was as the last Commander-in-Chief, Middle East. For that appointment he was in Aden from November, 1965, until the British withdrawal in December, 1967, and commanded all three Services during the operations prior to independence in the South Yemen.

Admiral Sir Peter Hill-Norton, who has been Commander-in-Chief of the British Forces in the Far East since March of this year, will succeed Admiral Le Fanu as First Sea Lord and Chief of Naval Staff, in June, 1970.

Rear-Admiral P. W. B. Ashmore, the Chief of Staff to the Commander-in-Chief, Western Fleet, was promoted to Vice-Admiral to date October 16. He

will take up the appointment of Chief of the Allied Staff in the NATO Naval Headquarters, Southern Europe, in March 1970.

Three promotions to flag rank have been announced. Capt. C. W. H. Shepherd, the Director Project Team (Submarines), Capt. J. E. Dyer-Smith, the Superintendent, R.N. Aircraft Yard, Belfast, and Capt. P. White, Principal Staff Officer to the Chief of the Defence Staff, are promoted to Rear-Admiral to date January 7, 1970.

Capt. White took up the

appointment of Director General Fleet Services in the acting rank of Rear-Admiral on October 1. Capt. Dyer-Smith is to be the Director General Aircraft (Naval) in March, 1970.

Appointments recently announced include the following: Capt. H. C. Leach. Albion in command. March 3.

Capt. J. D. Honywill. Fulmar in command. February 26.

Lieut.-Cdr. R. W. Edward. Fulmar for 764 Squadron in command. May 6.

Lieut.-Cdr. R. H. Cumiskey. Flintham in command. February 2.

Lieut.-Cdr. P. J. Boothstone. Brinton in command. December 15.

Q.A.R.N.N.S.

Miss C. Thompson, Principal Matron, Q.A.R.N.N.S., to be promoted Matron-in-Chief on February 21, 1970.

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## NEW FRIGATE IS HANDED OVER TO NAVY

The last of a long line of fighting ships built by Vickers on Tyneside was handed over to the Royal Navy at Portsmouth on October 17. The Leander-class

frigate H.M.S. Bacchante sailed from the Walker naval yard the previous day.

Work was started on the Bac-

chante by Vickers in October 1966 and was completed by the Swan Hunter group, who took over the yard when their new Tyne consortium was formed.

H.M.S. Fife left Portsmouth in October for a four-day visit to Wilhelmshaven, Germany. A heavy programme of functions had been arranged, including sports engagements and sight-seeing trips.

# 'TREADING THE BOARDS' AT THE OPERA

## Navy meets good ship Pinafore



The "Know Your Navy" team busy touring the length and breadth of Britain decided on reaching Edinburgh that a brush up on their stagecraft would not come amiss.

So, with the D'Oyly Carte Company at King's Theatre, Edinburgh, currently presenting H.M.S. Pinafore, it seemed a glorious opportunity for them to "tread the boards."

In the picture, Leading Steward John Glenton (left) and AB David Barwis learn

a thing or two about voice production from singer Anne Guthrie, who plays Josephine in Pinafore.

## Wren record



Chief Wren Welfare Hilda Earl (above) is the first Wren ever to complete 30 years service in the W.R.N.S.

She spent 12 years in the Supply Branch before transferring to Welfare, and is now serving on the staff of the Flag Officer Naval Air Command in H.M.S. Daedalus.

Chief Wren Earl has seen much of the world, including service in Malta and Singapore.

## FIRE STRIKES R.N.A. BRANCH

A bare staff was paraded at the Trafalgar Day service held by Welwyn Garden City branch of the Royal Naval Association - a mute reminder that the standard had gone up in flames with their newly-furnished headquarters in a disastrous fire on October 13.

The branch has an enthusiastic following of shipmates, and they have already set to work and cleared the site down to the foundations.

Now they must discuss the future, encouraged by offers which have come in to provide accommodation for the time being. Having the land, there is a possibility of getting a temporary building until more definite plans can be made.

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**RN**  
ROYAL NAVY



# DROVE TO VICTORY



Presentation to the W.R.N.S. team from H.M.S. Dauntless by Mrs. Leadbetter, wife of the Controller of Supplies, Ministry of Public Building and Works.

A. W.R.N.S. team from H.M.S. Dauntless and an R.N.S.T.S. team from R.N. store depot, Deptford, almost cleared the prize board at the inter-Service "Driver of the Year" (London area) contest.

In competition with 18 teams from all the Services and the Ministry of Public Building and Works, they won all but one of the open trophies.

The W.R.N.S. team (Ldg. Wren Spall and Wrens Bartlett and Daynes) took the Austin trophy for the best women's team. Wren Daynes won the Morris trophy for the best woman driver, plus the best heavy vehicle driver trophy.

Driver B. Etherington, of Deptford, won the Marlborough trophy for "Driver of the Year," the Vauxhall trophy for

the best Vauxhall / Bedford driver, the best car driver trophy and the Navy Cup for the best Navy Department driver.

Each team comprised a car, van and truck driver.

Wren Daynes well deserved the applause she drew by her skill in negotiating the hazards of the course in a Bedford 6-ton tipper, a vehicle new to her before the competition.

This is the second year the W.R.N.S. have entered the competition and each time they have won the heavy vehicle class in a borrowed vehicle.

## FIRST PASS?

A W.R.N.S. driver is believed to be the first woman to pass the new

heavy goods vehicle driving licence, which becomes compulsory in February 1970.

She is 24-year-old Eileen Jessop, from Hethersett, Norfolk, who has just completed her course with the R.M. Driver Trainer unit at Portsmouth.

In the picture her instructor, R.M. Colour Sergeant Reg Higgins, shows her the certificate after completing the test.

Now stationed at H.M.S. Dauntless, she will be driving Navy buses between Reading, Portsmouth and London.

## Navy in channel chases

H.M.S. Belton, on fishery protection duties in the English Channel, chased a French trawler twice in a week.

The sequel was a £240 fine, with 35 guineas costs, on the trawler's master.

In the first chase, when two blank shots were fired by the Belton, the trawler escaped.

But the Belton kept a sharp look out for the Virgo Maria and there followed another Channel chase through busy shipping lanes.

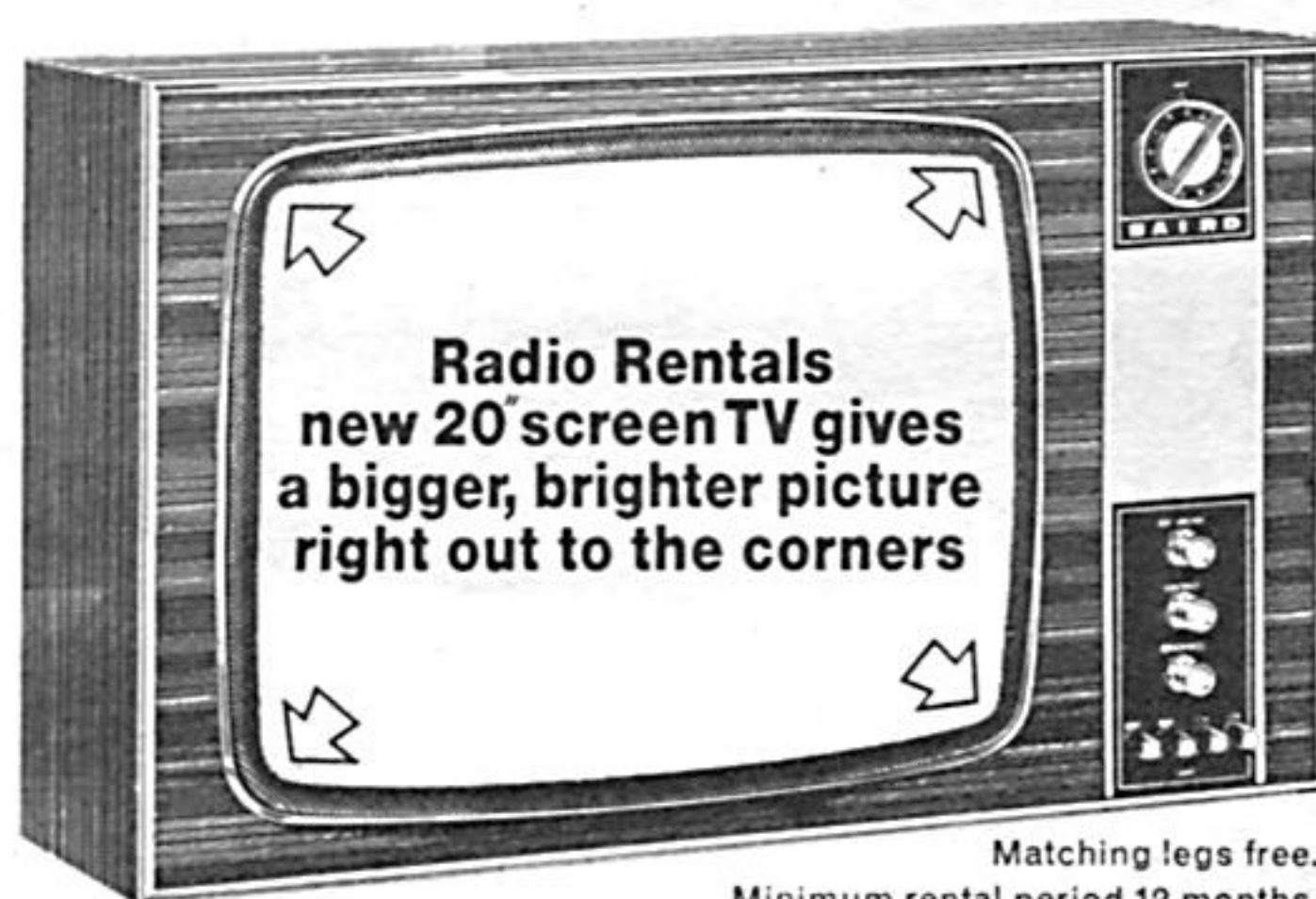
The Belton, commanded by Lieut.-Cdr. Tony Wilks, fired ten rounds of blanks before the French crew "surrendered." The trawler was brought into Dover with a Royal Navy guard on board.

At Dover on October 6 the 32-year-old master of the Virgo Maria was fined after pleading guilty to fishing in British territorial waters, to using nets with an undersized mesh and with twice refusing to comply with a direction given by the Royal Navy.

Following action by The Belton against two more French trawlers, fines were imposed for nets offences.

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## Ocelot is 'in the picture'

While on a "Meet the Navy" visit to Aberdeen H.M. submarine Ocelot became a hive of activity as members of a local amateur film unit "took over" the boat for their current production.

After several days of successful filming in harbour a sudden severe gale prevented filming at sea and, with the wind gusting to Force 11, the Ocelot had to sail without the young actors and cameramen being able to finish their task.

It is hoped that they will be able to complete filming later.

When Ocelot visited Ostend recently to take part in celebrations commemorating the 25th

anniversary of the city's liberation, she entertained over 3,000 visitors.

During the visit to Aberdeen, Engineer Lieut. Arnold Blyth had an unpleasant shock when a 4-lb. piece of metal was thrown through the windscreen of the car in which he was travelling between Stonehaven and Montrose.

Below he exhibits the piece of metal and the broken arm which resulted.



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# CAPT. COOK RECALLED

Two Royal Navy ships and an R.F.A. vessel visited Gisborne, New Zealand, in October for the Captain Cook bicentenary celebrations.

The ships were H.M.S. London, flying the flag of the Flag Officer, Second-in-Command, Far East Fleet (Rear-Admiral T. T. Lewin), H.M.S. Argonaut and the tanker RFA Tidereach.

October 9 was the 200th anniversary of the first landing in New Zealand of Lieut. (later Capt.) Cook, of H.M.S. Endeavour, at Poverty Bay, where Gisborne now stands.

The Band of 3 Commando Brigade, Royal Marines, based

at Singapore arrived by air.

Britain's Hydrographer of the Navy (Rear-Admiral G. S. Ritchie) also attended the celebrations at the invitation of the Royal New Zealand Navy. He was in charge of the New Zealand Hydrographic Service from 1953-56 and carried out modern surveys in H.M.N.Z.S. Lachlan of the Hawkes Bay and Gisborne area, where Capt. Cook made the first charts.

Recently 15 of the ship's company of the London laboured for a week to provide a concrete jetty for the village of Ap Li Chau, opposite Aberdeen, Hongkong.



The navies of Britain, Canada, Australia, New Zealand and the United States were represented at the Capt. Cook bicentenary celebrations ceremony at the commemorative monolith near Gisborne harbour.

## FOR BRAVERY

Lieut. John Covell, who directed fire fighting operations during a blaze in H.M.S. Ark Royal in June has been presented with the commendation of the Commander-in-Chief Western Fleet, Admiral Sir John Bush.

The commendation states that Lieut. Covell displayed complete disregard for his own safety and an outstanding devotion to duty, enduring excessive heat and smoke under most difficult conditions.

## Off to the Antarctic

The Navy's ice patrol ship, H.M.S. Endurance, left Portsmouth in October for a seven-month tour of duty in the Antarctic.

Using instruments which measure the earth's force of gravity and gauge the magnetic field, she will carry out a geophysical exploration of part of the earth's surface which has never been surveyed before.

## ON HER LAST COMMISSION

H. M. submarine Artemis recommissioned at Portsmouth in October after refit, for service with the 1st Submarine Squadron based on H.M.S. Dolphin.

After the ceremony, the Artemis, which was completed in 1947, sailed to complete post-refit sea trials before going to Clyde areas to start work up.

Now on her last commission, she will complete 25 years service before she retires.

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# Nelson is honoured in new ways

In addition to the ceremonies in H.M.S. Victory and Trafalgar Square, the Battle of Trafalgar was commemorated somewhat differently this year in two unusual places.

At Norwich School, which proudly boasts the name of Horatio Nelson on its list of distinguished "Old Boys", a Royal Navy helicopter, piloted by Lieut. Peter Nicholson, carried out manoeuvres a few feet above the playing fields.

The helicopter is part of the Navy's Schools Presentation Team, which is visiting many schools.

The other place was at the Holland and Holland shooting school at Northwood, where a cannon, recovered from H.M.S. Association, which foundered on the Giltstone reef 262 years ago, was fired six times.

Field Marshal Sir Gerald Templer, Lieutenant of Greater London, led the gun crews, applying the match to the touch hole and firing the first shot.

Admiral Sir John Frewen Commander-in-Chief, Naval Home Command, spoke of Nelson and his qualities at the Navy League parade and service in Trafalgar Square on October 19. On October 21 he laid a wreath in Nelson's old flagship, H.M.S. Victory, at the spot where the admiral fell.

## 'GOOD MORNING' COMRADES

Just as H.M. ships Tenby and Torquay, of the Dartmouth Training Squadron, were arriving at Split, Yugoslavia, for a four-day visit, a Soviet naval squadron were leaving and the two forces passed close to each other outside the harbour.

Salutes were exchanged, the Captain D.T. Squadron hoisting the international signal, "Good morning."

The Royal Navy's programme at Split was a busy one, including a visit to the Yugoslav Naval Academy for cadets, a children's party on board for 40 orphans and sightseeing tours by boat and bus.

An exchange of calls took place between Capt. O. N. A. Cecil, in command of the squad-

ron, Cdr. P. J. Symons, commanding officer of the Torquay, and local authorities.

The ships berthed near the centre of the town and at night were floodlit and attracted considerable attention.

During two hours when the ships were open to the public some 3,500 Yugoslavs visited them.

The sporting programme included a tennis match against local opposition, strengthened by Pilic, the top Yugoslav player, and rugby.

## Sport in brief BIG YOUTH CONTEST

H.M.S. Caledonia and two youth clubs each collected £100 for charity in connection with a Navy Scottish youth challenge competition organized by the Caledonia.

Seven teams with 350 competitors entered to sweat and strain their way through this 50-mile relay marathon involving road and cross-country running, hill climbing, swimming, cycling, canoeing, rowing and shooting.

Cdr W. D. A. (Bill) King, who left Plymouth on September 21 for his second attempt to sail solo round the world, had to put into Gibraltar because of difficulties with Galway Blazer II's rigging.

He says that he will make a third attempt next year.

The R.N. Football Association Youth Cup was won by H.M.S. Mercury, who beat H.M.S. Fulmar 3-1.

In the semi-finals H.M.S. Fulmar beat H.M.S. Collingwood 3-1, and H.M.S. Mercury beat H.M.S. Figsard 6-3. In this match the score at the end of normal time was three all.

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# Navy start well, then lapse

In their first "real" game of the season, the Navy team promised well but their game deteriorated in the second half and they went down to Oxford University 2-1.

The whole of the Navy squad were present for the pre-match training and practices early on

## SOCCKER NOTES BY BENBOW

the morning of the match, which was played at Victory Stadium, Portsmouth.

The enthusiasm of the team coach and the squad was much in evidence and PO Brown, assisted by team captain God-

## Favourites beaten in festival

After being "wooden spoonists" in last season's local football league, H.M.S. Fulmar A.F.C., captained by ex-Highland League player NAM George Kell, started the season well.

Having won a couple of league and local cup games the team missed a Saturday match to travel south to Arbroath for the Naval Air Command football festival.

After winning their section, the team met H.M.S. Daedalus in the final and in a good game the Fulmar team beat the favourites 3-2.

### BROKE ARM

Fulmar took the lead through Noone and after Daedalus equalized Gilchrist made it 2-1 for the Lössie team at half-time. In the second half Scully made it 3-1, Beaton pulling one back for Lee to make it 3-2 at the end.

The Fulmar team, including NAM(O) Colin Scully, who broke his arm on scoring the third goal, received their medals and the team captain the winners' trophy from Mrs. Mott, wife of H.M.S. Condor's commanding officer (Capt. J. W. Mott).

## CROSS-COUNTRY CHAMP

Winner of the R.N. Portland cross-country championship was LA Tyrone Lewis, of H.M.S. Osprey, and the team event was won by H.M.S. Blake.

LA Lewis is holder of the 1,000 metres Navy youth record and the 2,000 metres Junior Combined Services title, and he is

the 800 metres Dorset champion.

He has also run for Cornwall and Dorset and has represented the Navy.

In the picture, LA Lewis is seen receiving the Portland cross-country championship trophy from Mrs. Troup, wife of the Flag Officer Sea Training, Rear-Admiral J. A. R. Troup.



win, was able to get down to some valuable coaching.

The enthusiasm and skills were still apparent when the game started and the Navy were on top throughout the first half, when they went ahead through Roche.

Many chances were created and the Navy hit the woodwork on several occasions, but the chances were not consolidated. Nevertheless, the team were playing well and skilfully.

### PROMISING

But after half time their game deteriorated, concentration lapsed and two goals came with goalkeeping errors.

However, the team put up a generally satisfactory and promising performance and should improve as the season progresses.

As before, the Navy is in need of players up front who can score, while the defence, with the addition of the experience of Atkey, is still sound. The Navy can also call on such players as Lowndes, Malcolmson and Dixon.

Team for the first match was: Patterson (Sirius), Byrne (Bellerophon), Atkey (Excellent), Godwin (Portland), Weston (Neptune), West (Collingwood), Wilson (ITCRM), Milligan (Collingwood), Insull (Oberon), Roche (Dolphin), and Pughsley (Daedalus). Brewster (RNB) and Barlow (RM Barracks) subbed for Patterson and Wilson.

## High standard in Tunney Cup

The Royal Marines 1969 Tunney Cup football week, held at Eastney, was one of the most successful yet.

The game between 41 Commando and RMB Eastney ended 3-3 after extra time, and extra-time was also needed in the replay before RMB Eastney emerged as winners by 4-3 after two fine matches.

They went on to beat 45 Commando 2-1 in the semi-finals. The other finalists were ATURM, who beat DPRORM 4-2 in the semi-finals.

The Navy's next game was at Cambridge against Cambridge University, when it was hoped that Malcolmson and Dixon would be included. Cambridge are considered the stronger of the universities.

Football these days has certainly become extremely defence-conscious and, while there are plenty of defenders, forwards or strikers are really at a premium. The scouts were out in Plymouth on October 25 and the search is for a Navy striker and goal scorer.

The Navy Cup is proceeding in each area and it is hoped to report on this "hardy annual" later.

## NEWCOMERS IN THE SIDE

The Navy rugby selectors had an opportunity to try out some new blood at Exeter against Devon.

The match had been rearranged a week earlier than originally planned to avoid clashing with the Hampshire v. Sussex match, but unfortunately Hampshire had arranged another game with the Army on the same day.

## Air Command's fine start

The Naval Air Command rugby XV got off to a fine start to an attractive 1969-70 season with a good win over Winchester R.F.C. at Winchester on October 8.

The Air Command team comprised players selected from the Bambara rugby tournament played off on the two previous days, and it was thought that the team might, consequently, tire rapidly.

On the contrary, they worked well together and after a hard, fast, skilful game were winners by one penalty goal, two goals and three tries to nil.

The outstanding Air Command man was NA Devonald — a Navy Colt

Promising boxer: Mne. Bob Elysee receives his prize from Col. T. D. Morgan after winning the Corps novice featherweight title.



## Swedish visit with C.S.B.A.

Navy boxers Sam Cleave (welterweight), Dave Burto (lightweight) and Bill Newto (light heavyweight) were selected for the Combine Services Boxing Association team to take part in two tournaments in Sweden from October 29-Nov. 4.

C. Sgt. D. J. Evans was accompanying the team as trainer.

## BOXING NOTES BY PUNCHER

Mne. Bob Elysee, last year's Navy "B" class nine-stone champion, has won two trophies for the most promising boxer in two tournaments already this season.

He is at present stationed at Poole with the Bulwark detachment, and it is hoped that he will be spared for the many tournaments arranged so that he can gain the experience required in senior competition.

### HIGH STANDARD

Both the Royal Marines and Portsmouth Command novices championships produced a high standard of boxing.

The inter-Command novices championships, to be held in the Drill Shed at R.M. Barracks, Eastney on Nov. 5/6, should produce some good bouts.

Due to the two West country Commando units being away from the U.K., the Marines postponed their open championships and will now hold them on November 20, in conjunction with the Royal Marines v. Air Command annual fixture at Eastney.

Supporting the Police charities dinner boxing evening at the Mecca ballroom, Portsmouth, a number of R.N. and R.M. boxers were matched to produce a good evening's boxing. Highlight was the bout between Cpl. Bill Newton and Sgt. J. Banham, the European Police champion.

### MAJORITY DECISION

The young, highly-rated Police sergeant won on a majority points decision after being floored with a right to the jaw at the end of the second round.

The bout was described by one observer as the best seen in the south of England for years.

### Marines' hockey

The Royal Marines "seven a-side" hockey tournament held at Eastney, resulted in the holders ITCRM retaining the cup for a second year. They won four of their five matches and drew the other.

## RUGBY NOTES BY NIMROD

Jones was injured, so the Navy side was well below strength.

The game ended in a win for Devon by 29-15.

Even so, the pack beat the Devon pack — which could not have made the Devon selectors very happy.

Outside the scrum the Navy packs had a hard time holding their very fast Devon opposite

## FIXTURES NOVEMBER

5 — Boxing: R.N. novices championships (prelim. rounds). R.M.B., Eastney.

6 — Boxing: R.N. novices championships (finals at 19.45). R.M.B., Eastney.

8 — Squash: R.N. v. Devon. R.N.E.C. Manadon.

— Cross-country: R.N. v. South of Thames Association.

9 — Squash: R.N. v. Cornwall. R.N.E.C. Manadon.

14 — Squash: R.N. v. Royal Automobile Club. R.N.C. Greenwich.

15 — Cross-country: R.N. v. London University. London.

17 — Soccer: R.N. v. U.A.U. Away.

20/21 — Hockey: Inter-command tournament. R.M.B. Eastney.

21 — Squash: R.N. v. Junior Carlton. London.

22 — Rugby: R.N. Under 19s v. King Edward VI School. Southampton.

— Soccer: R.N. Youth v. Derby. Derby.

23 — Rugby: R.N. Under 19s v. Hampshire 19 Group. Portsmouth.

— Soccer: R.N. Youth v. Nottingham. Nottingham.

26 — Soccer: R.N. v. F.A. Amateur XI. Fratton Park.

— Soccer: R.N. Youth v. Lincoln. Lincoln.

— Hockey: Navy Cup Final.

27 — Soccer: R.N. Youth v. Sheffield. Sheffield.

28-30 — Squash: Inter-command tournament. R.N.E.C. Manadon.

29 — Cross-country: R.N. v. Welsh Universities. H.M.S. Dryad.

30 — Hockey: R.N. v. Devon Dimpings. Devonport.

— Soccer: R.N. Youth v. Hull. Hull.

### DECEMBER

3 — Boxing: R.N. v. Welsh A.B.A. (Northern Section). Llandudno.

4/5 — Basketball: R.N. championships. H.M.S. Daedalus.

### Service shooting

The first inter-Service long-range small-bore rifle match was fired at R.A.F. Uxbridge on October 5, and was won by the Royal Navy by three points. The Army was second, with the R.A.F. and the Royal Marines third and fourth respectively.

M(E) Baker, of H.M.S. Kent shot particularly well and made the highest individual score in the match.

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# THRILL OF FAST-WATER RACING

The Navy canoe slalom championships, organized by the R.N. Kayak Association, moved away from the south this year to the Highlands of Scotland at Grandtully.

This is probably the finest slalom course in the country and so one of the toughest. It involves the canoeist in racing over about a half-mile of fast-flowing water, trying to negotiate gates (pairs of poles) in a set order.

Winner of the major event and hence the Sixsmith Trophy was Sub-Lieut. Clive Waghorn, from RNEC Manadon. It was a very close event, with only a few seconds separating him from Sub-Lieut. Paul Marshall, from H.M.S. Excellent.

Sub-Lieut. Waghorn also led the Manadon A team to victory in the team event and, with his partner Sub-Lieut. Andrew Turner, won the Canadian doubles event.

Not all the trophies went south, for Surg.-Cdr. Sandy Davidson, of H.M.S. Fulmar, won the Canadian singles event (Sub-Lieut. Waghorn came third) and CPO Mac MacArthur, of H.M.S. Condor, won the novice event.

## 'Swamped' by the Army

At this year's inter-Service canoe championships the Army won the overall title by sheer weight of numbers. If first and second places only had counted the Navy would have won, but they just did not have sufficient competent canoeists available.

The R.N. Kayak Association is, therefore, in need of people keen to take up the sport.

On the sprint racing day of the championships, which set the tone of events for the week-end, the Navy had three juniors, no women and few experienced seniors.

The three juniors did well, particularly lone paddler JNAM Bryan Elliott, from R.A. air station Yeovilton. Canoeists who can paddle K1s and K2s are needed from Ganges, Figgard and other establishments with juniors under 18.

In the senior sprints the Navy were a trifle better off, but had to rely heavily on Surg.-Cdr. Charles Evans and Mnes. John Glavin and Chris Head.

## SPLENDID

The second day saw the slalomists really come into their own — first, second, and third in the individual kayak event and first in the team event. The result of the day was a draw. Sub-Lieuts. Paul Hind and Clive Waghorn put up splendid performances throughout but needed stronger support.

The long distance race took place on the third day and saw Surg.-Lieut. Evans and Mne Glavin surging ahead to a lengthy win, but the Navy's support paddlers were too far down the field and too few in number to count.

Like other sport, canoeing is demanding and requires time but is most rewarding in pure enjoyment. Anyone interested who has no canoe officer or has difficulty in finding a canoe club should write to Inst.-Lieut. R. S. Lowe, hon. secretary, R.N. Kayak Association, R.N. air station, Lossiemouth.

## A ROUGH RIDE...

Surg.-Cdr. Sandy Davidson making it look easy in a Canadian single at the Navy canoe slalom championships.



## Hockey festival in the sun

Seven teams competed in the Naval Air Command hockey festival, held at Arbroath in October sunshine, and in all a dozen matches were played.

First round was a knock-out to decide teams for a winners' and a losers' league. Then followed games in the two leagues, which ended as follows:

Winners' league: Daedalus 5 points, Arbroath 4, Culdrose 3, Brawdy 0. Losers' league: Portland 4, Lossiemouth 2, Yeovilton 0.

The hosts Arbroath proved "dark horses" to finish second to Daedalus in the winners' league. Daedalus made hard work of their match against Brawdy (who had received a bye to enter the winners' league) and an interesting situation developed.

Culdrose, in the last match, had to beat Arbroath by 3-0 to win the tournament. They started well but faded in the

second half and finally went down 2-1.

Portland failed to make the winners' league only by points in extra time of their preliminary match against Arbroath, and they went on to win the losers' league.

## NAVY'S SQUASH HOPES

With a promising squash side, the Navy hopes to achieve some encouraging results before the inter-Service event.

The match against Berkshire at Portsmouth in October ended in a Navy win by 3-2, a big improvement over last year's 5-nil defeat.

Results: Lieut. R. M. H. Bawtree beat K. Ridgway 3-1; Lieut.-Cdr. H. L. R. Rump lost to A. Ambrose 0-3; Lieut. W. M. Caswell beat S. Fosbury 3-1; Lieut. J. M. Benson beat M. L. Y. Ainsworth 3-0; Lieut. J. S. Trewby lost to N. MacIntyre 0-3.

In their game against Middlesex the Navy lost 2-3.

Results: Lieut. R. M. H. Bawtree beat P. G. Richards 3-0; Lieut. B. P. Toft lost to

# Quick rise from novice to records

About 18 months ago, L.Cpl. Mike Parker, R.M., went to the Navy's cycling coach and said he wanted to be a racing cyclist. This he has proceeded to do — with skill, determination and courage.

He has advanced from novice to record holder, making great progress during his first eight months and then this year travelling thousands of miles to events to confirm his earlier promise.

His feats are impressive. He has already contested a national title at 12 hours, finishing seventh this year with 264 miles and breaking his own Navy record by three miles. In the same championship in 1968 he finished fifth with 261 miles.

Mike's first ever ride was a win in the Navy 25-mile championships, when he did 1-2-37, beating LM(E), Dingeldein. His first Inter-Service event was the 1968 25-mile time trial championship, which the Navy were not expected to win. However, with LM(E) Dingeldein and Sub-Lieut. Fowler, L.Cpl. Parker helped improve the record to 3-4-59, doing 1-1-29 himself.

When the Navy open and inter-Command stroke play golf championship took place at Hayling Island in a steady strong wind many good players found themselves in deep trouble in the gorse and sandhills.

The defending champion, REA(AE) J. Lawrence, of H.M.S. Hermes, retained his title in the 72 holes medal competition, his score of 304 beating Lieut. W. G. Morrison, of H.M.S. Revenge, by two strokes.

Surg. Lieut.-Cdr D. Holmes,

## SPORTSMAN OF THE MONTH

In the Inter-Service track championships he rode magnificently and helped the Navy win its third title by finishing second in the 4,000 metres pursuit in a time 11 secs. faster than that achieved in the Navy championships. Next day he improved his own 25-mile time to 1-0-42 after being sent off course.

The tale of conquest continued — second in the Bristol South 100" in atrocious conditions, with a 13-second beating of the 14-year-old Navy record in 4-25-25 a week later; 1-15-26 for 30 miles, winning the Navy and Inter-Service titles.

Next day he won the Inter-Service and Navy 100-mile with a 2min. 47sec. beating of his own week-old record.



L. Cpl. Parker

He rode in the national 12-hour event and broke the Navy record by some 19 miles in covering 261 miles and gaining fifth place. Further success came in winning the Navy and Inter-Service hill climb and then he was second in the gruelling 150-mile Inter-Service two-day event.

L.Cpl. Parker entered 1969

with high hopes, but a P.T.I. course at Deal kept his racing and bicycle training to a minimum until June. However, he finished third in the Inter-Service 25-mile championship with 1-2-36 and first in the Navy.

Six weeks later, on his second ride of 1969, he managed 4-17-34 and second place in the Hillingdon C.C. 100-mile event, breaking his own record by 5min. 34sec.

A string of 25-mile times just outside the hour, wins in the Inter-Service and Navy "100" and 12-hour events and a second in the Inter-Service 100 Km. massed start brought him to the 1969 national 12-hour championship in September. The previous Monday, however, he did 4-17-45 in the classic Bath road "100" and the day before that 1-1-29 for 25 miles.

L.Cpl. Parker, who was with 45 Commando in Aden for two periods, qualified as a PT2 in May this year and is serving at Lympstone.

# Kept title at golf

## SPORTING ROUND-UP

of H.M.S. Figgard was third.

This year, as last, CPO Lawrence is the Air command and Navy champion.

In the inter-Command event, Naval Air Command team retained the championship, narrowly beating Plymouth. So, for the second year, the Air team has won the inter-Command stroke play and match play events.

## Good running

RS P. Hampton, who was placed third in the recent 54-mile road running race from London to Brighton, has undertaken an ambitious programme in the past six months and achieved outstanding success.

In the Brighton race, in which there was a field of 65, RS Hampton, of the Royal Naval Athletic Club, completed the run in 5 hours 42 min. 16 sec.

His record for the last six months reads like this: Wigmore 15 miles, fifth of 109 runners; Plymouth 10 miles, sixth; Boston (U.S.) international marathon, ninth of 1,335; Isle of Wight marathon, first of 70; Yeovil 10 miles, second of 75; Polytechnic marathon, first of 165; A.A.A. marathon, 20th; Paignton 15 miles, first; Cornwall 10 miles, second; Two Bridges 36 mile, fourth of 144; Exmouth 7 miles, second; London to Brighton 54, third.

This is top-class running, as few men would contemplate, let alone retain near international form in four marathons, a 36-miler and a 54-miler all in a period of six months.

## Islanders win

For the fifth year running, the Naval Air Command soccer team had to accept defeat at the hands of Guernsey Football Club in the annual "Charybdis" match.

The islanders won by three goals to nil.

## Hill climb

Navy cyclists took first, second and sixth places in the inter-Service 475-yards hill climb, and the Navy were top team.

Winner was AA/A M. O'Sullivan, of H.M.S. Seahawk, in 1 min. 25 sec., and second was L. Cpl. M. Parker, R.M., in 1 min. 25.4.

In sixth place was ERA J. Taylor, of H.M.S. Dolphin, in 1 min. 34.4.

## In Berlin

The Royal Navy water polo team is taking part in West Berlin in an international club tournament organized by Berlin Swimming Club.

During the team's stay in West Germany (October 28 to November 5), the Navy team

will play both British Army and German civilian clubs.

The officer-in charge of the party is Lieut.-Cdr. P. A. Bailey, the Royal Navy Sports Officer, and he is assisted by the Navy swimming coach, CPO Ken Ogden, and the team manager, REA Dick Tate.

The players are LREM Allan Bowles (Daedalus), Inst.-Lieut. John Goodman (R.M.B., Eastney), L/Cpl Barry Shepherd (R.M.B., Eastney), CPO Paddy Hayes (Heron), Sub-Lieut. Dave Auton (Raleigh), ERA John Blake (S.M.A.), LRO Wally Parsons (Walrus), OS 'Arry Harrison (Cambridge/Bulwark), CPO Rex Camm (Charybdis), Inst.-Lieut. Ian McClelland (Collingwood), Lieut. George Steele (Hardy), and Mne Bob Hinton (HQ, Plymouth).

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